DRAFT
ENVIRONMENTAL
IMPACT REPORT

GENERAL PLAN AMENDMENT, PRE-ZONING, SPHERE OF INFLUENCE BOUNDARY CHANGES, AND FUTURE ANNEXATIONS

in conjunction with the

NORTH KINGSBURG SPECIFIC PLAN

State Clearinghouse Number 2002091042

Prepared for the City of Kingsburg
and the
Fresno Local Agency Formation Commission
by the
Kingsburg Planning and Development Department
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INTRODUCTION AND EXECUTIVE SUMMARY

PROPOSED PROJECT REQUIRING ENVIRONMENTAL ANALYSIS

The Project consists of a General Plan amendment, pre-zoning, Sphere of Influence boundary changes, a Specific Plan for North Kingsburg, and future annexations to the City of Kingsburg of property encompassed by the Specific Plan. The General Plan amendment and pre-zoning aspects of the Project involve the following:

1. Extending the area of potential residential expansion north of Kamm Avenue to the northern right-of-way line of Caruthers Avenue, adding approximately 380 acres of Low Density Residential Reserve, changing about 90 acres of Low Density Residential Reserve north of Kamm Avenue to Low Density Residential, and changing 20 acres of Light Industrial and 20 acres of Low Density Residential between Stroud and Kamm Avenues to Medium Density Residential.

2. Pre-zoning the above described acreages to R-1-7 PUD (single-family residential, minimum lot size of 7,000 square feet, Planned Unit Development) and RM-3 (multiple-family residential, minimum of 3,000 square feet of site area per dwelling unit).

The Sphere of Influence (SOI) boundary changes extend the northern boundary from Caruthers Avenue to the centerline of Mountain View Avenue, and extend the western boundary from Bethel Avenue to a line one quarter-mile west of Bethel Avenue between Clarkson Avenue and Freeway 99. The swath of SOI extending one quarter-mile east of Madsen Avenue would be detached and that territory would be designated a Community of Interest by the Local Agency Formation Commission.

The area covered by the Specific Plan extends from Stroud Avenue on the south to Caruthers Avenue on the north, between Madsen Avenue on the east and the State Route (SR) 99 freeway on the west. The northern boundary of the Urban Limit Line would be extended to the northern right-of-way line of Caruthers Avenue.

Annexation proposals will be made separately as development applications are submitted to the City for review and approval under revised growth management policies of the General Plan. Lands north of Kamm Avenue that are expected to be annexed in the short term include only that acreage being changed from Low Density Residential Reserve to Low Density Residential.

FOCUS PROVIDED BY THIS ENVIRONMENTAL IMPACT REPORT

Review of the Initial Study and responses to the Notice of Preparation issued by the City of Kingsburg indicated the need for focus on the following impact topics that are discussed in Part IV of this Environmental Impact Report (EIR):

1. **Agricultural resources**, including the conversion of prime agricultural land to urban use and interruption of agricultural operations.

2. **Air quality**, including cumulative impacts on the San Joaquin Valley air basin.

3. **Circulation and traffic**, including potential impacts on the three SR 99 interchanges at Mountain View Avenue, Kamm/Bethel Avenues, and Sierra Street.

4. **Public services and utilities**, including impacts on water, sewer, drainage, solid waste, City services and school services.

5. **Alternatives to the Project**, including a substantially reduced area to be included in the Specific Plan.

6. **Growth inducing and cumulative impacts**, including the potential for stimulating growth in population, economic activity and urbanization beyond that currently envisioned by the General Plan and proposed amendments thereto as described above.

THE PROJECT E.I.R. AS PART OF THE TIERING PROCESS

In order to allow environmental review to occur as efficiently as possible, consistent with appropriate requirements for analysis, California Environmental Quality Act (CEQA) Guidelines encourage use of the "tiering" process by which the Lead Agency (in this case, the City) prepares a series of environmental impact reports moving from general concerns to more site-specific concerns with each successive document.

The General Plan Amendments, pre-zoning, SOI boundary changes, Specific Plan and future proposals for annexation under the Specific Plan combine as a "Program EIR" representing the second level of a tiering process that began with the certification of the EIR prepared for the update of the General Plan in 1992, and as amended in 1996 to allow for westerly urban expansion. For residential expansion in North Kingsburg, this EIR will serve as the environmental document for all residential projects proposed consistent with the Specific Plan. For most projects, a Negative Declaration will suffice.

SUMMARY OF SIGNIFICANT UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

Significant Unavoidable Adverse Environmental Impacts Addressed by Previously Certified EIRs

If the Kingsburg City Council elects to proceed with approval of the Project, a "Statement of Overriding Considerations" (CEQA Guidelines, Section 15093) must be adopted by the City Council to address the significant adverse environmental effects which cannot be mitigated or mitigated to acceptable levels. The major issues that have been adequately addressed by

previous EIRs for which statements (findings) of overriding considerations were certified include all of the following:

1) Incremental increases in the permanent loss of agricultural land to urban expansion (1992 General Plan EIR and 1996 West Kingsburg EIR).

2) Incremental increases in the annual quantities of vehicular and stationary emissions of air pollutants that will be released to the atmosphere each year as vehicle traffic and urbanization increase.

3) Incremental increases in the amount of light and glare (long-term sky glare) as development occurs.

4) Continued growth in the regional traffic on State Route 99 that cannot be mitigated by measures designed to mitigate impacts of General Plan-related traffic.

Significant Unavoidable Adverse Environmental Impacts that May Result from the Current Project which require Statements of Overriding Considerations.

1) Incremental increases in the permanent loss of agricultural land to urbanization beyond that covered by the 1992 and 1996 General Plan EIRs.

2) Incremental increases in the annual quantities of vehicle and stationary emissions of air pollutants that will be released to the atmosphere each year as vehicle traffic and urbanization increase beyond that covered by the 1992 and 1996 General Plan EIRs.

SUMMARY OF SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS THAT FEASIBLY CAN BE AVOIDED OR MITIGATED TO ACCEPTABLE LEVELS

Impacts on Agricultural Resources

The project will result in the eventual conversion of 420 acres of prime agricultural land for residential use. The impact is **significant**. (Note: the impact of converting upwards of 700 acres of prime agricultural land for industrial use was covered by the 1992 General Plan EIR.)

This will result in an irreparable loss of agricultural production and create the potential for urban-agricultural conflicts at the interface between urban and agricultural lands, an impact that is **potentially significant**.

Mitigation Measures (MM):

MM 4-1-1: The City of Kingsburg will continue current policies of its General Plan to discourage the premature conversion of other agricultural land to urban use. Adoption of the Urban Limit Line in 1994 reinforced these policies. As development occurs a shift of croplands to other locations can be anticipated. The City's "right to farm" ordinance is an

overall mitigation measure needed to protect agricultural operations from premature pressures for conversion to urban use.

MM 4-1-2: A policy of the North Kingsburg (NK) Specific Plan calls for assistance by the City in working with landowners to initiate timely non-renewal of Williamson Act contracts. While ultimate elimination of these contracts will occur, it is desirable to phase non-renewal in keeping with the City's overall growth management program to avoid premature cancellation of contracts.

MM 4-1-3: As phased development occurs, fencing or other suitable barriers will be established as necessary at the interface between the phases that are developing and adjacent agricultural lands so as to reduce the potential of urban-agricultural conflicts resulting from trespass, vandalism, crop and equipment damage, and theft.

MM 4-1-4: To reduce the potential for adverse impacts from agricultural operations upon residential areas, an interface buffer zone shall be provided between the line of residential development and the nearest line of farmland, with fencing to discourage trespass.

MM 4-1-5: To reduce the chance of spray drift hazards, agricultural operations shall comply with Fresno County restrictions establishing minimum distances between pesticide applications and environmentally sensitive areas, such as residential areas, schools, parks, waterways and livestock. The distances required vary with the type of pesticide and method of application.

MM 4-1-6: Adverse impacts on land covered by Agricultural Land Conservation Contract prior to contract expiration will be avoided if the City assumes responsibility for contract management if annexation occurs before expiration. It is to be noted that the conversion of the first of such parcels to urban use is not expected before 2005.

Impacts on Air Quality

The Project will contribute to the further degradation of air quality within the regional air basin as a result of vehicle and stationary source emissions. This impact is **significant.** The Project has the potential of contributing to the short-term degradation of local air quality as the result of residential and non-residential construction that will occur over time. This impact is **potentially significant.**

Mitigation Measures:

MM 4-2-1, Short-Term Construction Impacts: In accordance with San Joaquin Valley Air Pollution Control District (SJVAPCD) Guidelines 2002, mitigation measures shall be incorporated and implemented during construction activities, including measures pertaining to disturbed areas, on-site unpaved roads, land clearing, demolition of buildings, off-site transport of materials, accumulation of mud, and other requirements of Guidelines 2002.

MM 4-2-2, Long-Term Regional Impact: In accordance with SJVAPCD Guidelines 2002, mitigation measures shall be incorporated and implemented during operation, including bus turnouts, park and ride lots, pedestrian and bicycle enhancement infrastructure, carpool/vanpool programs, and related requirements of Guidelines 2002.

MM 4-2-3, Integrated Driveways: Where feasible, integrated internal driveways will be provided between compatible residential, commercial and industrial uses to serve one or more sites.

MM 4-2-4, Landscaping: Extensive landscaping will be provided to increase oxygen levels and reduce effects of vehicle emissions.

MM 4-2-5, Mitigation through Street and Highway Improvements and Traffic Controls: A number of street, highway and traffic control measures are recommended in Part IV which will have the positive effects necessary to reduce vehicle-generated pollutant emissions. Of most importance are those measures which will increase traffic capacity and flow and levels of service along Arterial and Collector streets, at intersections at and near the Project site, and at freeway interchange ramps.

MM 4-2-6, Mitigation Through Residential and Commercial Building Construction: Ozone precursor emissions from stationary sources on the site can be reduced by mitigation measures that require installation of low-emitting fireplace inserts, wood stoves or natural gas fireplaces; limiting the number of wood-burning appliances in neighborhoods according to SJVAPCD guidelines; provision of natural gas lines or electric outlets to backyards for use of natural gas or electric barbecues; provision of low NO_X-emitting and/or high-efficiency water heaters; and provision of outdoor electric outlets for leaf blowers and lawn mowers and recharging of electric vehicles in garages

Impacts on Circulation and Traffic

A potential exists for traffic congestion along sections of the arterial street system and at freeway ramps during peak hours of traffic, a **potentially significant** impact. There is a potential for traffic congestion at certain intersections and along segments of the freeway through the planning area, and in providing access to commercial and industrial sites along sections of Golden State Boulevard within the planning area. This impact is **potentially significant**.

Mitigation Measures:

MM 4-3-1, Intersection Operation: Provide fair-share contributions to the northbound on-ramp and southbound off-ramp at Mountain View interchange with State Route (SR) 99, on and off-ramps of the Bethel/Kamm Avenues southbound and northbound freeway ramps, and signalize when warranted.

For the northbound off-ramp at Mountain View and the freeway, provide a fair share contribution to those improvements already required for 2025 Base Case unacceptable

operation or provide full improvements and receive fair share pay backs from other area developments, including signalization when warranted. Also, provide a left turn lane on the westbound Mountain View Avenue intersection approach and a right turn lane on the northbound Van Horn Avenue approach.

Signalize and provide turn lanes at Bethel Avenue/SR 99 southbound on-ramp/frontage road and Bethel Avenue/SR 99 northbound off-ramp.

Prohibit left turns onto Sierra Street (SR 201) from the northbound Draper Street approach and provide prior informational signage south of the intersection on Draper Street.

Signalize when warranted the following intersections: Bethel Avenue/Golden State Boulevard, Kamm Avenue/Bethel Avenue, Kamm Avenue/18th Avenue, Stroud Avenue/18th Avenue, Stroud Avenue/Golden State Boulevard, and Stroud Avenue/10th Avenue.

MM 4-3-2: Add lanes to SR 99 just north of Mountain View Avenue and SR 99 between Mountain View Avenue and Kamm Avenue-Bethel Avenue. These improvements are beyond the reasonable scope of the Project. The impacts remain significant and unavoidable.

MM 4-3-3 (Intersection Spacing and Turn Lanes): Realign Kamm Avenue east of Bethel Avenue to intersect the southwesterly diagonal extension of Academy Avenue at least 700 feet or more northeast of the existing intersection location. Relocate southbound Bethel Avenue to the intersection of Kamm and the diagonal. Continue the diagonal to cross the railroad and Golden State Boulevard at a right angle, and continue the diagonal to a revised interchange with Freeway 99. In conjunction with this measure, terminate the section of Bethel just north of the existing intersection with Golden State Boulevard so as to only provide access to the Sun-Maid Raisin Growers complex and businesses that may develop opposite Sun-Maid on the east side of Bethel.

In the interim, until a new freeway interchange is feasible, from the SR 99 northbound off-ramp to Golden State Boulevard, provide for Bethel Avenue a single northbound on-off ramp intersection that can ultimately be signalized and have a left turn lane provided on the northbound Bethel Avenue approach. The location of this single intersection could be located at or to the east/north of the existing northbound off-ramp intersection. The farther east the location of this intersection, the more likely that the left turn lane required on the northbound intersection approach will not require widening of the Bethel Avenue bridge across the SR 99 freeway. In conjunction with this improvement, maintain access into the existing mobile home park on the northwest side of Bethel Avenue via a single entrance, with turn lanes provided on the Bethel Avenue approaches to this entrance.

For Mountain View Avenue (from the SR 99 southbound on-ramp to the northbound on-off ramp intersection), the proposed project should provide a fair share contribution to

providing a single northbound on-off ramp intersection that can be signalized and have left and right turn lanes provided on the Mountain View Avenue approaches to the on-ramp, and provide a left turn lane on the westbound Mountain View Avenue approach to the southbound on-ramp.

MM 4-3-4 (Access to Employment and Commercial Areas): Minimize driveway access locations to employment and commercial areas; provide right and left turn deceleration lanes on the approaches to all employment and commercial area driveways; provide continuous two-way left turn lanes in areas with high driveway concentrations, or provide raised medians and allow right turns in/out only to driveways, with room for U-turns at signalized median breaks. Also, minimize median breaks along Golden State Boulevard, and provide properly designed left turn lanes on the Golden State Boulevard approaches to Stroud Avenue.

Impacts on Public Facilities and Services

The Project will substantially increase population, housing and economic activity over the period of build out, a **potentially significant** impact. City utility systems and City services will be expanded incrementally as growth occurs, creating an impact that is **less than significant**. School child populations will increase incrementally as residential growth occurs, which is a **potentially significant** impact.

Mitigation Measures: No special mitigation measures are necessary for anticipated impacts on City utilities and services other than project-specific improvements required at the time of City review and approval of development projects under growth management policies of the City.

Mitigation measures for school impacts include:

MM 4-4-1: The maximum school impact fees allowed by statute should be levied by the school districts to offset the impact of new development on the elementary and high school districts.

MM 4-4-2: The City of Kingsburg shall continue to implement a growth management policy covering the rate of housing growth, with partial exemptions only for special-population housing.

MM 4-4-3: In the event that overcrowding of classrooms were to occur in the future to where school impact fees were grossly inadequate to assure the availability of school facilities, the City and school districts should study and determine whether capital fees for school site acquisition and construction would be an appropriate addition to the City's Capital Facilities Fee structure. The authority for such fees would require an amendment to the General Plan and an implementing ordinance. Any such future fee would be levied apart from the process of environmental assessment under CEQA. However, if conditions of school overcrowding become severe at any time in the future, responsibility for mitigating such impacts under the CEQA process may also become a consideration as specific development projects are submitted for City approval.

ALTERNATIVES

Selection of the "no project" alternative for the proposed General Plan Amendments and SOI and Urban Limit Line boundary changes would imply that proposals for the urbanization of undeveloped lands extending north to Caruthers Avenue would have to be abandoned. While the "no project" alternative would eliminate the need for mitigation measures to offset adverse environmental impacts, virtually all of the impacts can either be eliminated or mitigated to acceptable levels except for those impacting regional air quality and the irreparable loss of agricultural land. The City does not consider this alternative to be feasible because the City would be unable to follow sound principles of local planning practice in expanding the urban pattern northerly as well as to the south and west.

A reduced project alternative that would significantly reduce the acreage involved for the General Plan amendments and northerly SOI boundary change would not serve the purposes of the City in achieving improved access to the freeway via the Kamm-Bethel Avenues and Mountain View Avenue interchanges with the freeway. A reduced project alternative also would significantly reduce the agricultural lands included within the City's northern sphere-of-influence proposed to the centerline of Mountain View Avenue, thus severely reducing the City's influence over remaining lands south of the City of Selma's southern SOI line along Mountain View Avenue.

A larger project expanding the General Plan amendment to cover territory north of Caruthers Avenue cannot be justified at this time because it implies a level of urban expansion considerably in excess of that which can be justified over the next 20-25 years.

The environmentally superior alternative would be the "no project" alternative. The most environmentally superior alternative from among the remaining alternatives would be the Project as proposed. The City's phased program of urban expansion will continue to observe an Urban Limit Line that protects agricultural acreage well into the future and a sensible growth management program that mitigates potential adverse impacts upon municipal utilities and services and school services.

OTHER C.E.Q.A. CONSIDERATIONS: CUMULATIVE AND GROWTH-INDUCING IMPACTS

The cumulative effects of the Project as proposed will be to increase traffic on State Route 99 and the local road and street system, further degrade regional air quality by increasing mobile and stationary source emissions, and increase pressures for the premature conversion of agricultural land to urban use.

Notwithstanding the influence of the Kingsburg General Plan in continuing urban expansion within the boundaries of the City's Urban Limit Line, and the role of Local Agency Formation Commission (LAFCo) in maintaining the integrity of the City's sphere of influence, there is always a risk that other nearby agricultural lands could be targeted for urban expansion before the need is justified. Of special concern would be the agricultural buffer between the City and the Selma-Kingsburg-Fowler County Sanitation District (SKF) sewerage treatment plant and

effluent disposal ponds. However, it is precisely this concern for protecting SKF facilities that motivates the City in moving its westerly SOI boundary to a line one-quarter mile west of Bethel Avenue. By this extension, the City feels it can exert a positive influence on a consistent basis in responding to any threat of encroachment on SKF facilities that may emerge in the future. As a participant in the governing of SKF, the City of Kingsburg has a major proprietary interest in protecting SKF facilities and operations.

USE OF THIS EIR

It is the intent of the City that this EIR be used for the following purposes:

1. As a partial basis for judging all development projects that may be proposed within the area covered by the (NK) Specific Plan.

2. As a partial basis for annexation proposals within the area covered by the NK Specific Plan.

3. In implementing a Mitigation Monitoring Program for projects that are proposed within the area covered by the NK Specific Plan as required by State Law.

4. To avoid preparation of unnecessary environmental documents for development projects consistent with the NK Specific Plan by using a Negative Declaration where this EIR proves to be adequate for the purpose of environmental documentation.

This EIR is also intended to be used by the following local public agencies having jurisdiction within the area covered by the NK Specific Plan and SOI boundary changes:

- The Kingsburg Joint Union High School District.
- The Kingsburg Joint Union Elementary Charter School District.
- The Fresno County Local Agency Formation Commission (LAFCo).
- The Council of Fresno County Governments (Fresno COG).
- The Fresno County Public Works and Planning Department.
- The Selma-Kingsburg-Fowler County Sanitation District (SKF).
- The San Joaquin Valley Air Pollution Control District (SJVAPCD).

This EIR is also intended for use by any agencies of State Government that have jurisdiction as Trustee or Responsible agencies as defined by CEQA, including the following:

- Regional Water Quality Control Board, Central Valley Region
- California Department of Transportation (CalTrans), District 6, Fresno

MITIGATION MONITORING PROGRAM

As the Lead Agency, the City of Kingsburg is required to establish a Mitigation Monitoring Program to implement all mitigation measures of this EIR that may be required during the period of buildout within the NK planning area. The Program has been prepared by the City for

consideration prior to City Council certification of the final EIR for the Project. Upon City Council certification of the final EIR and adoption of General Plan Amendments, pre-zoning and the NK Specific Plan, the Mitigation Monitoring Program will be followed during ensuing actions of Specific Plan implementation. Where appropriate, mitigation measures will be made conditions of approving local development projects.

INCORPORATION OF DOCUMENTS BY REFERENCE

The following documents are hereby incorporated by reference as if fully set forth herein:

- The Kingsburg General Plan EIR as contained in the Comprehensive General Plan and Environmental Impact Report adopted by the Kingsburg City Council, July 1992 (State Clearinghouse (SCH) Number 890202201).

- The Final EIR for Simpson Street/Golden State Boulevard Corridor Development. This is a Subsequent EIR for the Kingsburg Redevelopment Project Area, as certified by the Kingsburg Redevelopment Agency and City Council, August 18, 1993 (SCH Number 921220901).

- The Final EIR for the General Plan Amendment, Pre-Zoning, Sphere of Influence Boundary Changes and Future Annexations for West Kingsburg, as certified by the Kingsburg City Council on December 11, 1996 (SCH Number 96032087).

These documents are available for public review at the public counter of the Planning and Development Department in City Hall, 1401 Draper Street, Kingsburg, CA, 93631; (559) 897-5328.

Relevant data and information can be found in the General Plan and EIR (GP), Simpson Street/Golden State Corridor EIR (Simpson), and West Kingsburg EIR (WK) in the following parts of these documents:

GP Part II:	Description of the Environmental Setting.
GP Part VIII, D:	Discussion of agricultural land, traffic and air quality impacts and mitigation measures.
Simpson Part IV:	Discussion of air quality, agricultural land and traffic impacts and mitigation measures, pages IV-1 through IV-39.
Simpson Part VI:	Discussion of long-term cumulative and growth-inducing impacts, pages VI-1 and VI-2.
WK, I and IV:	Executive Summary and discussion of impacts and mitigation measures.

PART II

A. DESCRIPTION OF THE PROJECT

INTRODUCTION

The proposed project is the North Kingsburg Specific Plan, together with associated General Plan Amendments, proposed changes to the boundaries of the City's Sphere of Influence and Urban Limit Line, pre-zoning of lands affected by the General Plan Amendments and the Specific Plan, and proposals for future annexation. The planning area for these project components is shown on Figure II-1.

The Specific Plan covers two distinct but closely related areas as shown on Figures II-2 and II-3. The North Kingsburg (NK) Residential Village lays between Caruthers Avenue on the north and Stroud Avenue on the south, and between Madsen Avenue on the east and the alignment of Rafer Johnson Drive/Greenwood Avenue one-half mile west of 10th (Academy) Avenue on the west. The Industrial Corridor lays parallel to Freeway 99 on either side of the Union Pacific Railroad, between the freeway and an irregular line east of the railroad, extending northwesterly from the beginning of Golden State Boulevard south of Stroud Avenue to Mountain View Avenue.

The NK Residential Village is essentially a residential community with supporting public and semi-public facilities. The Industrial Corridor provides for a wide variety of industrial and specialized commercial activities including light industry, selected heavy industry, incubator manufacturing and commercial services, specialized regional retail and supply, and highway commercial uses.

The General Plan amendments extend the area of potential residential development north to the northern right-of-way line of Caruthers Avenue, which becomes the new northerly Urban Limit Line. The Sphere of Influence (SOI) boundary changes square off the northern boundary along the centerline of Mountain View Avenue east to Madsen Avenue and add a strip a quarter of a mile wide west of Bethel Avenue, extending north from Clarkson Avenue to the Kamm-Bethel Avenue interchange with Freeway 99. A narrow strip of SOI which lies east of Madsen Avenue within Fresno County would be detached and would become a Community of Interest instead.

Pre-zoning proposals are consistent with the general plan amendments, providing for the array of residential densities called for by the amendments.

Annexation proposals will be made separately as development applications are submitted to the City for review and approval. While the Specific Plan proposes phased annexations over time, no specific annexation is contemplated until after certification of this Project Environmental Impact Report (EIR) and adoption of the General Plan amendments, pre-zoning and Specific Plan by the City Council.

FIGURE II-1

NORTH KINGSBURG PLANNING AREA

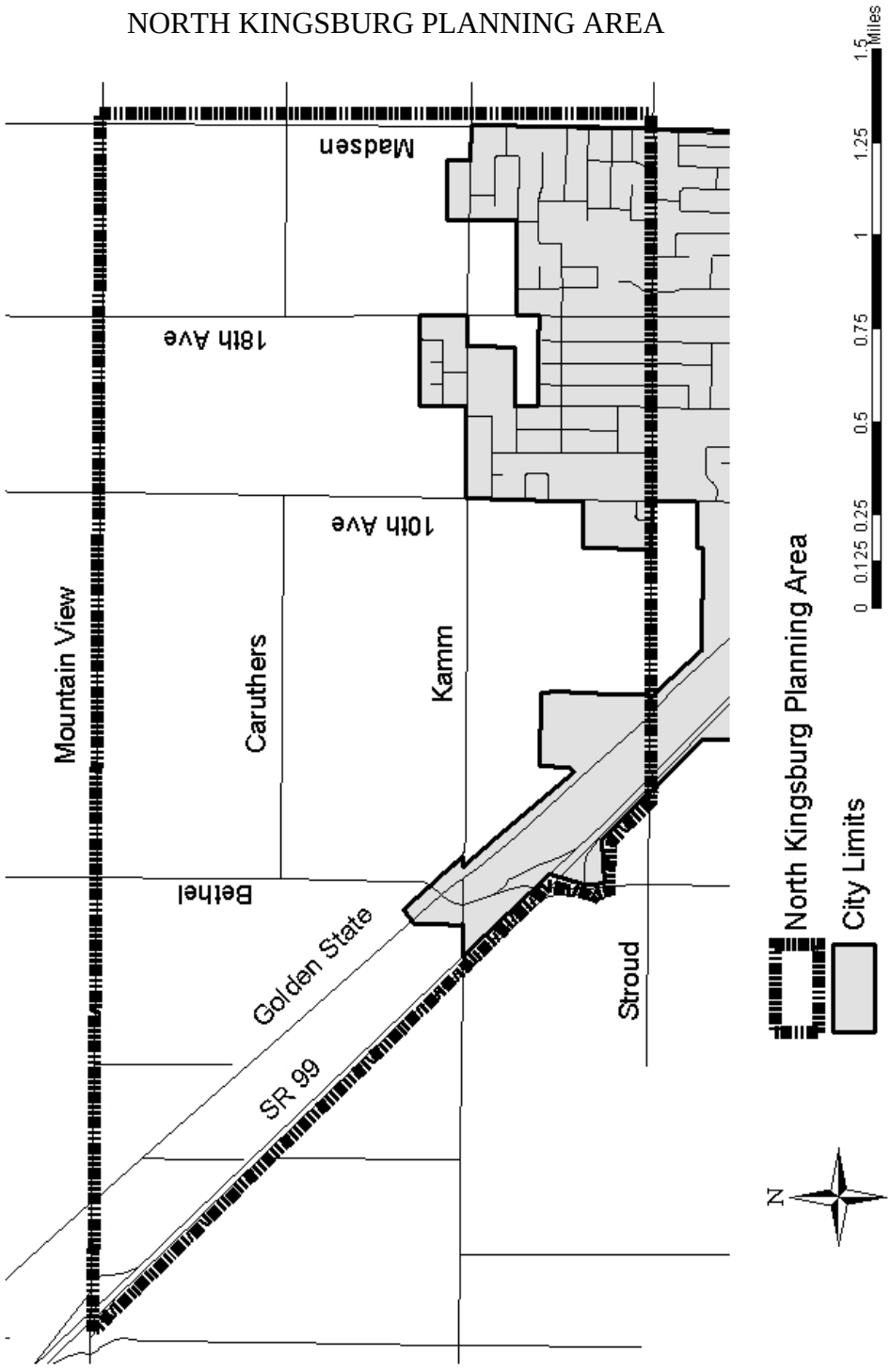
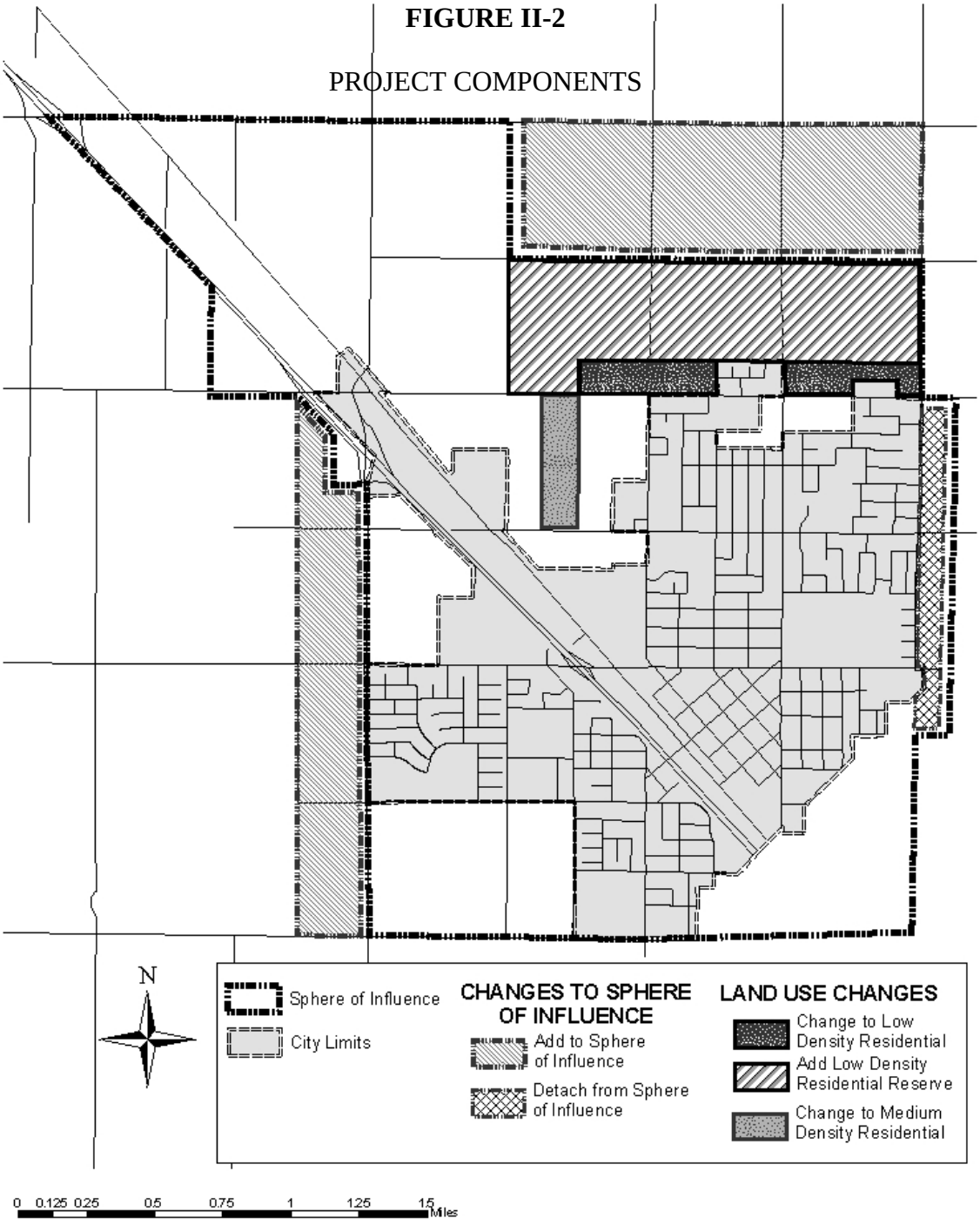


FIGURE II-2

PROJECT COMPONENTS



PROPOSED GENERAL PLAN AMENDMENTS

The General Plan amendments involve adding and changing land use designations as listed below and as shown on Figure II-2:

1. Adding approximately 380 acres of Low Density Residential Reserve, both north and south of the existing Urban Limit Line, extending north from the existing line of Low Density Residential Reserve north of Kamm Avenue to Caruthers Avenue, between Madsen Avenue on the east and a line one half-mile west of Academy Avenue. This changes the location of the Urban Limit Line to Caruthers Avenue between Madsen and the alignment of Greenwood Avenue, then north to Mountain View Avenue, then west to the west line of the freeway, then southeasterly to the Highway Commercial-designated land at Kamm Avenue west of the freeway.

2. Changing approximately 90 acres of Low Density Residential Reserve north of Kamm Avenue, between Madsen Avenue and a line 1/4 mile west of Academy Avenue, to Low Density Residential.

3. Changing 20 acres of Light Industrial and 20 acres of Low Density Residential east of the Union Pacific Railroad and south of Kamm Avenue to Medium Density Residential.

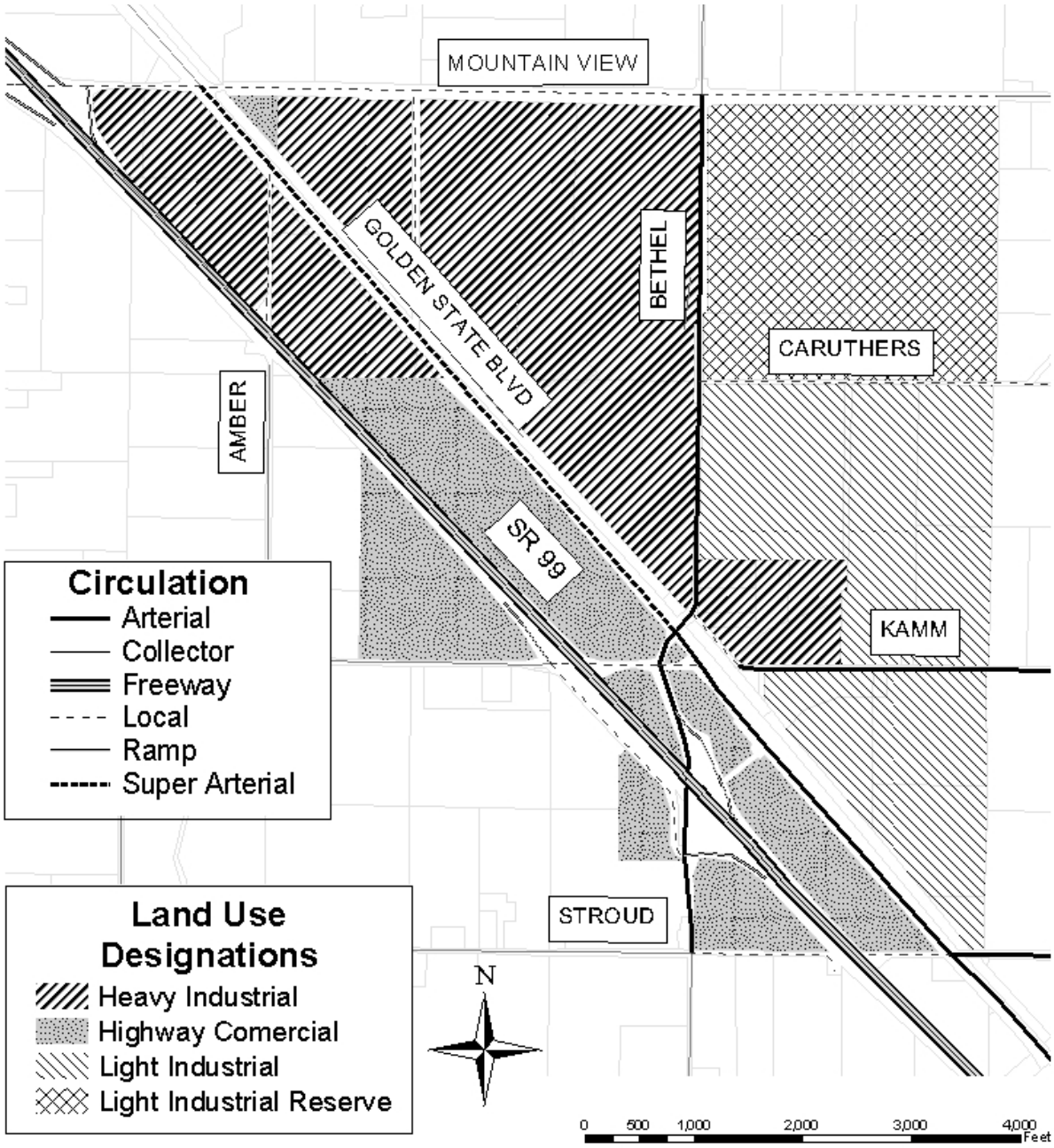
4. Requiring that all residential subdivisions and parcel maps be processed as Planned Unit Developments (PUDs) to provide greater design flexibility in mixing in affordable housing for very low- and low-income households and senior citizens along with market-rate housing, and to better accommodate the residential design standards of the North Kingsburg Specific Plan. The PUD requirement will be attached to pre-zoning of all residentially-designated areas.

5. In conjunction with item 4 above, require that 30 percent of all housing units within the NK Residential Village be constructed at multi-family densities, taking into consideration all lands designated for residential development. This will require that some acreage designated Low Density Residential be developed with Medium Density housing in order to maintain an overall ratio of 70 percent Low Density to 30 percent Medium Density. Mixed-density development is encouraged within the area covered by the NK Specific Plan.

While not an amendment to the General Plan, land use proposals of the Industrial Corridor Development Plan which were adopted as part of the 1992 General Plan are being included on the City's General Plan Diagram. These proposals were shown on Figure IV-3 of the General Plan document and are included here as Figure II-3. It should be noted that the various industrial categories shown on Figure II-3 are to be considered illustrative, with substitutions freely allowed among the categories under Mixed Use zoning.

FIGURE III-3

GENERAL PLAN LAND USE – INDUSTRIAL CORRIDOR



Existing Population Holding Capacity of the General Plan

A major General Plan amendment in 1996 added considerable residential acreage to West Kingsburg out to Bethel Avenue, between Sierra Street on the north and a line one-fourth of a mile south of Kern Street on the south. With residential areas added both north and south of Kern Street, the practical population holding capacity at full development of the General Plan area under growth management was calculated as being increased to approximately 15,600 by the year 2016.

A recalculation of the housing and population holding capacity of the existing General Plan, as of July 1, 2002, shows that there is a potential for 810 single-family and 512 multiple-family housing units. These totals allow for another elementary school site in North Kingsburg and at least two more drainage basin/parks. They also provide a 20 percent "choice" factor to avoid monopolies in the land market.

Translated to population growth, the 810 single family units would generate about 2,590 people and the multi-family units would generate about 1,024 people. In order to maintain the 70:30 ratio of Single Family Residential to Multiple Family Residential called for by the General Plan, the total number of Multi-Family units would be reduced from 512 to 397 while the number of Single Family units would remain at 810. The total potential of all housing units under this formula drops from 1,322 to 1,157. This would generate about 2,590 people in Single Family units and about 800 people in Multiple Family units, for a total population gain of approximately 3,390. With the City's growth management policies, the practical population holding capacity of the existing General Plan would only last the City for another 10 years, increasing the City's population to about 13,640 by the year 2012.

Increasing the Population Holding Capacity of the General Plan by General Plan Amendment

The additional 380 acres of Low Density Residential Reserve and 40 acres of Medium Density Residential shown on Figure II-2 are the only amendments which will result in a population increase over that provided by the 1992 General Plan as amended in 1996. A gross area of 380 acres in North Kingsburg should produce a net area of approximately 209 developed acres, excluding streets and non-residential uses which support the "village" concept such as sites for schools, drainage basins, parks and churches. At a maximum density of 6.2 lots per net acre of Low Density Residential land, and over eight units per net acre for the Medium Density Residential acreage, the theoretical holding capacity is in excess of 1,533 housing units, with a population of at least 4,600 to 4,905. With a continuation of the City's growth management program, and a "choice" factor of 20 percent reflecting a possibility for some exorbitant land pricing or unavailability of land for purchase, the added acreage will accommodate 1,226 housing units and a population of about 3,920 in less than 10 years (discounting for the sake of calculations any residential growth in other parts of the community). When combined with the existing practical housing and population holding capacity of the General Plan, the amendments would provide for residential expansion for the next 20 years, increasing the City's population to about 17,560 by the year 2022.

The final consideration is to allow for additional Medium Density Residential development to assure the availability of adequate acreage for low- and very low-income households in North Kingsburg. As noted above, this can be accomplished in part through the Planned Unit Development process to assure that some of the housing units added in North Kingsburg north of Kamm Avenue will be constructed at Medium Density. Given the existing capacity for Multiple Family units which is greater than necessary to maintain a 70:30 ratio of Single-Family to Multiple-Family housing, there are an "extra" 115 units of Multi-Family capacity under existing land use policy as compared to approximately 368 required to meet the 70:30 ratio in North Kingsburg. The remaining 253 units can easily be provided for by assimilating them as part of mixed-density projects in Low Density Residential designated areas north of Kamm Avenue.

If the 21 acres of Medium Density Residential acreage at the southwest corner of Stroud and 10th Avenue are made available by the owner or owner's heirs sometime over the next 20 years, they have a potential for 228 Multiple-Family units. These 21 acres were not counted above in calculating the housing and population holding capacity under the existing General Plan. While this potential reservoir of future Medium Density exists, it would be imprudent to count on its future construction to reduce the need for assimilating Multiple Family units as part of the PUD process within Low Density Residential areas north of Kamm Avenue.

Removing Reserve Status from 90 Acres North of Kamm Avenue

This blanket amendment will remove the "Reserve" status from about 90 acres of Low Density Residential land north of Kamm Avenue and will reduce the time necessary for the City to process residential proposals in the affected area. The City has almost run out of Low Density acreage which is not held in Reserve status north of Stroud Avenue. This amendment will provide the added flexibility needed so that every new subdivision in North Kingsburg does not first require a General Plan amendment as the first step in the development process.

PRE-ZONING REQUIRED IN SUPPORT OF ANNEXATIONS

Rules and procedures followed by the Local Agency Formation Commission (LAFCo) provide that property scheduled for annexation be pre-zoned consistent with its General Plan designation. The appropriate pre-zoning necessary on Figure II-2to achieve such consistency is as follows: the 380 acres of Low Density Reserve would be pre-zoned R-1-7 (Single-Family Residential, 7,000 square foot minimum lot size, PUD); and the 40 acres of added Medium Density would be pre-zoned RM-3 (Multiple-Family Residential, 3,000 square feet of site are per dwelling unit, PUD). Industrial development proposals would be pre-zoned IL (Light Industrial), IH (Heavy Industrial) or possibly IP (Planned Industrial) for industrial parks. The Mixed Use (MXU) combining zoning district would be used to assure flexibility in accommodating industries.

ANNEXATION PROPOSALS

The Specific Plan includes proposals for phased annexation over time, recognizing that LAFCo policies do not support annexations until a development proposal has been filed with the City

and that development is eminent. The Specific Plan also includes the necessary policies and programs required to assure the availability of needed infrastructure in support of any annexation proposal.

SPHERE-OF-INFLUENCE (SOI) BOUNDARY CHANGES

The SOI boundary changes are also shown on Figure II-2 and as listed below:

1. Approximately 480 acres would be added to the SOI between Caruthers and Mountain View Avenues, between Madsen Avenue on the east and the line of Greenwood Avenue on the west. This would "square" the existing SOI boundary by extending it east along the centerline of Mountain View Avenue to Madsen Avenue.

The primary purpose of this addition is to provide the City with greater control over its northern destiny by assuring that it will be well-positioned to receive referrals from the County for any development proposed within this acreage and to advise the County on the appropriateness of environmental documents prepared in support of any development proposals filed with the County. With absolute constraints to Kingsburg's expansion east and south because the diagonal Fresno-Tulare County boundary is adjacent to the City Limits, the City has to look to its northern SOI boundary to properly prescribe its sphere of influence in relation to the southern SOI boundary of the City of Selma. In a series of "visioning" sessions held by the City of Kingsburg with its residents in 2002, the desire to maintain an agricultural open space belt between the two cities was a priority. Kingsburg's ability to work to achieve this objective will be aided directly by relocating the SOI boundary along Mountain View Avenue's centerline east to Madsen Avenue.

2. Approximately 100 acres of land would be detached from the existing SOI boundary east of Madsen Avenue. This narrow strip is only 600' wide and over a mile in length, and is separated from the urban pattern by a major Consolidated Irrigation District canal, Cole Slough, along the east side of Madsen Avenue. It effectively blocks the practical expansion of the urban pattern to the east. Also, a portion of the strip is in Tulare County and cannot be annexed to the City, and the remainder encompasses extremely fertile farmland that is well worth preserving.

3. Approximately 300 acres would be added to the SOI west of Bethel Avenue extending one-quarter mile west of Bethel Avenue to the alignment of Nelson Avenue. This is the east line of property acquired by the Selma-Kingsburg-Fowler County Sanitation District (SKF) as an open space buffer between the SKF sewerage ponds and the western urban expansion of the City. This addition of SOI territory will further the establishment and maintenance of mutually advantageous land use policy along the common border. It will also enhance the possibility of development of new athletic fields which are sorely needed by Kingsburg and would be available for use by the SKF partner cities. By extending this SOI addition north to Freeway 99, the City will also enhance its capability to widen Bethel Avenue as an important arterial street providing access to and from West Kingsburg and the freeway to the north.

PRINCIPAL FEATURES OF THE SPECIFIC PLAN

In addition to accommodating residential, industrial and selected commercial expansion to the north, the Specific Plan offers the following principal features:

1. A summary of the goals of the General Plan and objectives of the NK Specific Plan that are applicable to the land area covered by the NK Specific Plan. This will serve to remind the user and decision-makers of the principal thrust of the General Plan for which consistency is required.

2. A section which interprets the applicability of the General Plan; the degree of flexibility which is permitted; development standards to be applied; and guidance to the phasing and coordination of development activity required both internally and externally with adjacent properties.

An illustrative "Village Development Plan" is provided for all of the added residential acreage exhibiting the principles and standards of design desired by the City for the area as contained in the Specific Plan document. Individual development proposals will be guided by the "Village Plan", differing (if at all) only in terms of design proposals which achieve essentially the same design objectives as those sought by the "Village Plan".

An illustrative industrial and business park master plan is also provided in the NK Specific Plan for all property included within the Industrial Corridor as a guide for industrial and business park development throughout the Corridor.

Guidelines are provided for major public elements, including gateways, streetscapes, parks, schools, open space, walls and fences (including sound walls), signage and lighting. Guidelines are also provided for major common land uses, including mixed use and residential PUDs, selected regional commercial, highway commercial, service commercial, light and heavy industrial, and planned industrial parks.

3. A section which illustrates the ways in which private and public improvements are to be designed. Photographs, sketches and diagrams are provided to illustrate the design principles and standards of the NK Specific Plan.

4. Development regulations are provided to be used in place of, or as a partial substitute for, regulations otherwise provided in the Zoning Ordinance. To a certain extent, the Specific Plan presents a new set of regulations to carry out design proposals that apply only to lands covered by the NK Specific Plan. Such regulations provide a process where decision-making rests with the developer for some types of regulation (for example, single-family architectural review), where it is shared with the City for others (such as site plan review), or where it rests solely with the City (procedural and due-process requirements).

5. Coordination required with other plans in preparation or adopted by other agencies is described, including the provision and extension of public and private improvements. In

particular, close coordination is required with the SKF Wastewater Management Plan, the City's Water Master Plan and the City's Surface Water Drainage Master Plan.

6. Proposals for Specific Plan implementation include: timing, phasing and financing of development; strengthening of growth management policy; and review and revision as necessary of the City's development review and approval process, including a revised fee schedule and enforcement.

Timing and phasing covers the installation and expansion of sewer, water and drainage systems, arterial street construction, interchange improvements and residential areas. Special attention is given to ways to encourage infill on properties that have been bypassed by the urban development pattern.

Financing and fiscal measures include a description of infrastructure financing districts, special taxes, bonds, impact fees, private development financing, and financing of ongoing operations and maintenance. A preliminary financing plan outlines the strategy for funding the costs of public infrastructure, community facilities and public services necessary to carry out the NK Specific Plan.

7. This EIR for the project, published separately from the NK Specific Plan, describes all of the plan proposals which are built into the Plan as means to avoid the potential for adverse impacts on the environment (see the last section of Part II). The EIR further describes those impacts and mitigation measures to be required by the City as development occurs under the NK Specific Plan.

8. The Mitigation Monitoring Program (published separately) sets forth responsibility and timing for mitigating adverse impacts identified by the project EIR.

PROJECT CHARACTERISTICS

The residential characteristics of the NK Specific Plan (the "Project") are summarized in Tables II-1, II-2 and II-3. The population and housing data are somewhat different from that described on page II-6 because of a slightly different acreage base and assumptions on household size. The population projection for 2022 of 18,024 in Table II-1 presents the probable upper limit of population growth for the City as a whole, assuming a continuation of the annual housing growth management policies of the City.

Tables II-IV shows the probable range of projected needs for various types of community facilities within the North Kingsburg planning area, including schools, library, churches, clubs, medical care facilities and recreation areas. With the exception of schools, these projections are based on "typical" requirements for the amount of population projected for all of North Kingsburg at full development, extending north of Stroud Avenue. School characteristics are based on historical trends in Kingsburg and may differ somewhat from school child projections provided at the end of Part IV of this EIR. All of the facilities listed do not necessarily require

location in North Kingsburg but all should be considered by the City and development community as projects are proposed.

Table II-5 presents project characteristics for the industrial corridor part of the NK Specific Plan, based on the land use arrangements depicted on Figure II-3. Since the actual future acreage in different types of industrial and commercial land use within the Corridor cannot be predicted to any degree of certainty, the characteristics shown in the tables should be considered as "illustrative" of what can occur at full development within the Corridor.

FINANCIAL ASPECTS

A residential community as proposed for North Kingsburg is based on a complex web of facilities and services, including, but not limited to the following:

Water	Police protection	Churches
Sanitary sewers	Fire protection	Clubs
Streets	Natural gas	Senior Center
Storm drainage	Emergency services	Youth Center
Community college	City management	
Solid waste collection and recycling	Public transportation and transit	
Street engineering and maintenance	Telephone and TV cable networks	

Planning, building permits and environmental monitoring
Schools: pre-school, elementary, middle and high schools
Athletic fields (baseball, football, soccer, court games), swimming pools
Parks and recreation: neighborhood/community parks, environmentally sensitive habitats

The ways in which each of these facilities or services is provided varies widely among municipalities. On-site utilities and streets are provided by the land developer as part of the cost of a house or rental unit. Public services are usually provided by the City, the local school districts and SKF. Solid waste removal is provided under contract to the City by a private company. Public services are typically paid for by property taxes, sales taxes, user fees and special charges.

The various approaches and means of financing public facilities and services are described in Part VII of the Specific Plan pertaining to Implementation. For purposes of understanding the impact of costs for public services and facilities, the following comparisons illustrate what $1 million in costs would require per housing unit:

- **A development fee:** A $1 million cost to be collected in a one-time development fee amounts to $470 for each of the project's 2,125 housing units.

- **A bond issue:** A $1 million bond issue to be paid off over 30 years would require an annual payment of $23 to $32 per housing unit per year, depending on the type of bond. The amount paid each year declines in value due to inflation.

TABLE II-1

POPULATION AND HOUSING - CITY OF KINGSBURG, 2000 AND 2022, AND THE NORTH KINGSBURG RESIDENTIAL VILLAGE WHEN FULLY DEVELOPED

2022 Projections City of Kingsburg	**One Family Homes**	**Multi-Family Units**	**Total Dwelling Units**
Number of Housing Units	4,584	1,965	6,549
Percentage of Housing Units	70.0%	30.0%	100.0%
Vacancy Rate	3.30%	5.50%	3.96%
Occupied Housing Units	4,434	1,858	6,292
Percentage of Occupied Housing Units	70.5%	29.5%	100.0%
Average Household Size	2.90	2.69	2.84
Household Population	12,852	4,994	17,846
Percentage of Population	72.0%	28.0%	100.0%
Population within Group Quarters			178
TOTAL POPULATION			**18,024**
2000 Data and Estimates City of Kingsburg	**One Family Homes**	**Multi-Family Units**	**Total Dwelling Units**
Number of Housing Units	2,590	768	3,358
Percentage of Housing Units	77.1%	22.9%	100.0%
Vacancy Rate	3.40%	5.60%	3.90%
Occupied Housing Units	2,501	725	3,226
Percentage of Occupied Housing Units	77.5%	22.5%	100.0%
Average Household Size	2.89	2.59	2.82
Household Population	7,230	1,878	9,108
Percentage of Population	79.4%	20.6%	100.0%
Population within Group Quarters			91
TOTAL POPULATION			**9,199**
Full Development of North Kingsburg Residential Village	**One Family Homes**	**Multi-Family Units**	**Total Dwelling Units**
Number of Housing Units	1,851	274	2,125
Percentage of Housing Units	87.1%	12.9%	100.0%
Vacancy Rate	3.46%	5.60%	3.74%
Occupied Housing Units	1,787	259	2,046
Percentage of Occupied Housing Units	87.3%	12.7%	100.0%
Average Household Size	2.89	2.59	2.87
Household Population	5,164	670	5,834
Percentage of Population	88.5%	11.5%	100.0%
Population within Group Quarters			-
TOTAL POPULATION			**5,834**

TABLE II-2

POPULATION AND EMPLOYMENT CHARACTERISTICS, 2022
North Kingsburg Residential Village

Characteristic		Projected data	Percent
Housing Units		**2,125**	**100.0%**
Single-Family	Vacancy rate: 3.5 percent	1,851	87.1%
Multi-Family	Vacancy rate: 5.6 percent	274	12.9%
Households		**2,046**	**100.0%**
Single-Family	Population per household 2.9 persons	1,787	87.3%
Multi-Family	Population per household 2.6 persons	259	12.7%
Population		**5,834**	**100.0%**
Single-Family		5,164	88.5%
Multi-Family		670	11.5%
Population by Age Group (in years)		**5,834**	**100.0%**
19 and under		1,867	32.0%
20 to 43		2,042	35.0%
44 to 64		1,167	20.0%
65 and over		758	13.0%
Public School Children		**1,344**	**100.0%**
Pre-school	3-4 years	163	12.1%
Kindergarten-6th grade	5-11 years	568	42.3%
Grades 7-8	12-13 years	163	12.1%
Grades 9-12	14-17 years	325	24.2%
Community College	18-19 years	125	9.3%
(School students represent 87 percent of their age groups - in college, 67 percent)			
Persons employed		**2,476**	**100.0%**
In private companies		1,733	70.0%
In government		520	21.0%
Self-employed		223	9.0%
Types of employment		**2,476**	**100.0%**
Management, professional		768	31.0%
Services		371	15.0%
Sales and office		668	27.0%
Farming		99	4.0%
Construction		223	9.0%
Production, transport		347	14.0%
Location of employment		**2,476**	**100.0%**
Outside of Kingsburg		916	37.0%
Within Kingsburg		1,560	63.0%
(At home - 51 persons, 3.2 percent of those working within Kingsburg, 2.0 percent of total)			
Commuting		**2,476**	**100.0%**
Drive alone		2,056	83.0%
Drive in carpool		222	9.0%
Other (work at home, walk, use transit, etc.)		198	8.0%

TABLE II-3

PROJECT CHARACTERISTICS, 2022
North Kingsburg Residential Village

Characteristic		Projected data	Percent
Housing Units		**2,125**	**100.0%**
Single-Family	Vacancy rate: 3.5 percent	1,851	87.1%
Multi-Family	Vacancy rate: 5.6 percent	274	12.9%
Occupied Housing		**2,046**	**100.0%**
Owner Occupied		1,391	68.0%
Renter Occupied		655	32.0%
Population		**5,834**	**100.0%**
Single-Family		5,164	88.5%
Multi-Family		670	11.5%
Household Income	Median estimated at $50,000; annual total $102 million		
Types of Households		**2,046**	**100.0%**
Husband-wife couples		593	29.0%
Husband-wife families with children		635	31.0%
One-parent families with children		327	16.0%
Non-family households		491	24.0%
Housing Unit Assessed Valuations		**$ 610,000,000**	**100.0%**
Single-family housing	1,851 units at $300,000 per unit	$ 555,000,000	91.0%
Multiple-family housing	274 units at $200,000 per unit	$ 55,000,000	9.0%
Land Uses in acres		**590**	**100.0%**
Residential - single-family units		311	52.7%
Residential - multiple-family units		19	3.2%
Streets and highways		180	30.5%
Community uses		80	13.6%
Community uses in acres		**80**	**100.0%**
Schools (two elementary)		20	25.0%
Parks and drainage basins		23	28.8%
Churches (three)		8	10.0%
Clubs		2	2.5%
Utilities		3	3.8%
Convalescent home		2	2.5%
Mini-storage		5	6.3%
Other uses (such as post office, senior center, etc.)		17	21.3%

TABLE II-4

ESTIMATED ACREAGE REQUIREMENTS FOR SELECTED COMMUNITY FACILITIES
North Kingsburg Residential Village at Full Development

Type of Facility	Standard		Criteria	Units	Mini-mum Facility	Pro-jected Need	Need/ Cri-teria	Acres
Community facilities acreage (excluding golf courses, medical care & mini-storage)								**61.5**
Schools								**28.4**
Pre-school (Ages 3-4)	1	acre per	230	children	1 acre	163	0.71	0.7
Elementary (Grades K-6)	10	acres per	700	students	10 acres	568	0.81	8.1
Junior High (Grades 7-8)	20	acres per	800	students	20 acres	163	0.20	4.1
High School (Grades 9-12)	40	acres per	1,000	students	40 acres	325	0.33	13.0
Community College	1	acre per	50	students		125	2.50	2.5
Library	1	acre per	6,000	dwellings	2 acres	2,125	0.35	**0.4**
Recreational								
Parks	3	acres per	1,000	population	5 acres	5,834	5.83	17.5
Tennis courts	1	court per	2,400	population	in parks	5,834	2.43	2.4
Golf courses	150	acre per	7,500	population	150 acres	2,125	0.28	42.5
Boat ownership	1	boat per	6	dwellings		2,125	354 boats	
Approximately 21 percent of the boats are inboard powered or are sailboats								
Community Center								
Auditorium, meeting rooms	1	acre per	5,000	dwellings	2 acres	2,125	0.43	0.4
Day care center	*See pre-school*							
Senior citizens center	1	acre per	8,000	dwellings	1 acre	2,125	0.27	0.3
Other Municipal Services								
Municipal offices, meetings	1	acre per	2,330	dwellings		2,125	0.91	0.9
City maintenance yard	1	acre per	1,730	dwellings		2,125	1.23	1.2
Police staff	1	staff per	190	dwellings		2,125	11 staffers	
Fire stations	0.86	acre per	10,000	dwellings	0.86 acre	2,125	0.21	0.2
Other (wells, stations, etc.)	1	acre per	2,000	dwellings		2,125	1.06	1.1
Churches	4	acres per	1,200	dwellings		2,125	1.77	7.1
Social and Sports Clubs	3	acres per	3,300	dwellings		2,125	0.64	1.9
Utilities	1	acre per	1,000	dwellings		2,125	2.13	2.1
Medical Care								
Clinic, medical/dental office	1	acre per	4,000	dwellings		2,125	0.53	0.5
Hospital	1	acre per	590	dwellings		2,125	3.60	3.6
Convalescent homes	1	acre per	1,740	dwellings		2,125	1.22	1.2
Mini-Storage	1	acre per	450	dwellings		2,125	4.72	4.7

TABLE II-5

POPULATION AND EMPLOYMENT ESTIMATES, 2022
Kingsburg Industrial Corridor at Full Development

Type of Land Use	Parcels	Estimated Gross Acres	Average Employees per Acre	Employment
Grand Total	**15**	**1,162**	**9.2**	**10,739**
Industrial	**8**	**618**	**10.1**	**6,231**
Incubator	1	9	14.0	126
Warehousing and Distribution	2	129	3.9	503
Light Industry	1	286	14.5	4,147
Heavy Industry	4	194	7.5	1,455
Commercial	**7**	**266**	**16.9**	**4,508**
Highway	5	112	21.0	2,352
Service	2	154	14.0	2,156
Highways, Streets and Railroads		**278**		

B. IMPACTS MITIGATED BY PROJECT PROPOSALS

INTRODUCTION

Sources of Mitigation Embodied in this EIR

In developing this EIR, relevant mitigation has been abstracted from the EIR prepared for the Kingsburg General Plan, environmental studies conducted during preparation of the Specific Plan, and from proposals of the Specific Plan which have the effect of mitigating impacts. Additional mitigation is provided (see Part IV) for impacts not mitigated to a level of less than significant by measures contained in Specific Plan proposals as described here in Part II. Separate findings are required for those impacts that cannot be mitigated to a level of less than significant.

Relationship to Mitigation Measures Required by the General Plan EIR

The discussion of impacts and mitigation measures provided in Part IV of the EIR incorporates the impacts and mitigation measures discussed in the EIR for the Kingsburg General Plan. This assures that relevant General Plan mitigation requirements are given appropriate attention by the Specific Plan.

Self-Mitigating Proposals of the Specific Plan:

This Part II of the EIR indicates those mitigation measures which are embodied in policies and proposals of the North Kingsburg (NK) Specific Plan that have the effect of avoiding or substantially reducing the potential for adverse environmental impacts of the Project.

Format:

The relative importance of an impact within the CEQA definition of "significant effect" is indicated by bold face type, for example, **significant**. For each environmental topic, impacts that could occur are listed, followed by the mitigation measures that are embodied in policies and proposals of the Specific Plan. Discussion for each topic concludes with statements supporting the level to which impacts will be mitigated. The topical discussion applies mostly to the area covered by the NK Residential Village since the environmental impacts associated with the industrial corridor were covered by the 1992 General Plan EIR

Thresholds for determining whether a particular type of environmental impact is “significant” are included in either this section of Part II or in Part IV of this EIR, as follows: Where an impact is mitigated to a level of “less than significant” solely by mitigation measures included in the Specific Plan proposals, that impact is therefore discussed only in this section of Part II and the thresholds of significance for that impact are also included in this section of Part II. Where an impact is not fully mitigated in this section of Part II, further discussion of the impact and relevant mitigation measures are contained in Part IV and the thresholds of significance for that impact are included in Part IV.

1. AESTHETICS

Thresholds of Significance

Under California Environmental Quality Act Guidelines, a project will have a significant effect on the environment if it would: have a substantial adverse effect on a scenic vista; substantially damage scenic resources; substantially degrade the existing visual character or quality of a site and its surroundings; or create a new source of substantial light or glare which would adversely obstruct daytime or nighttime views in the area.

Impacts:

Impact 2-1-1: The character of urban development under the Specific Plan will enhance the visual quality of the City, and of the visual experience of those residing or visiting the planning area, a **significant positive** impact. This will be achieved by the land use and circulation proposals of the Specific Plan, and by the design, development and maintenance standards included as part of the Plan (See Specific Plan, Parts V and VI).

Impact 2-1-2: The urbanization of lands within the project area will gradually eliminate views of agricultural lands beyond developing areas as currently seen from highways and rural roads an impact considered **less than significant**.

Impact 2-1-3: The urbanization of lands will gradually block or partially obscure the far view scenic backdrop of the Sierra foothills and mountains during clear days in winter except as viewed along streets and open space corridors perpendicular to the mountains. This impact is **less than significant**.

Mitigation Measures (MM)

MM 2-1-1: The principal mechanism for reducing any adverse visual impacts of the Project will be the implementation of design standards, as described in Parts V and VI of the Specific Plan, including project features to reduce the potential for adverse visual impacts.

MM 2-1-2: The loss of limited existing agricultural views will be replaced by an urban landscape that will contribute significantly to the aesthetic qualities of the area. Given the continued preservation of agricultural lands on nearby properties, and the containment of urban development within an Urban Limit Line, this trade-off does not constitute an irreparable loss of visual quality but rather a change in its character.

MM 2-1-3: Views of the mountain backdrop to the east will be framed under different conditions rather than lost to the local resident or visitor. The orientation of streets and open space corridors, and the location of parks and other major outdoor recreation areas will provide better opportunities to enjoy the scenic backdrop than is now afforded only from roads and highways moving at required speeds.

Effect of Project Mitigation:

The above described visual impacts of the Project are less than significant or will be mitigated to a less than significant level by the above Project mitigation measures. These measures ensure that any adverse visual impacts will be eliminated or reduced to an acceptable level by implementation of design standards, as described in Parts V and VI of the Specific Plan.

2. LAND RESOURCES - COMPACTION AND OVER-COVERING OF THE SOIL

Thresholds of Significance:

Under CEQA Guidelines, a project would have a significant effect on the environment if it would substantially degrade water quality, contaminate a public water supply, substantially interfere with groundwater recharge, or cause substantial flooding, erosion or siltation.

Impacts

Impact 2-2-1: Vacant and agricultural soils will be compacted for building construction and over-covered with exposed impervious surfaces such as roofs, driveways, streets and off-street parking areas. The extent of over-covering will be determined by subdivision maps and site plans submitted for City approval for each separate construction project. The more extensive compaction and over-covering of soils that will occur will increase surface water runoff, **potentially significant** impact. The potential for wind erosion during land grading and construction is also **potentially significant**.

Impact 2-2-2: Within all areas covered by the Specific Plan, surface water drainage from streets and other paved surfaces will contain petroleum distillates, grease and chemicals that can degrade the quality of receiving waters of the Kings River and its tributaries. These constituents of surface water drainage are picked up from paved surfaces that carry auto and truck traffic, from excessive use of water for landscape irrigation, and from outdoor washing of vehicles and building surfaces. Adverse impacts on fish and wildlife and on downstream users would occur, a **significant** impact.

Mitigation Measures

MM 2-2-1: Positive drainage will be required for each site consistent with the City's overall master drainage plan that will avoid adverse impacts on other properties. Specific drainage improvements for a given project would be determined at the time of Site Plan Review (or equivalent) under provisions of the Specific Plan or the City's Zoning and Subdivision Ordinances.

MM 2-2-2: The Specific Plan calls for the capability to remove hydrocarbons and other contaminants from surface drainage water prior to disposal to an off-site water course. A capability for ongoing monitoring of the drainage systems is proposed as part of the

mitigation monitoring program summarized in Part I of this EIR and described in a separate document to be approved by the Kingsburg City Council.

MM 2-2-3: The design of surface water detention and conveyance facilities will provide for multi-purpose recreational and wildlife habitat use of surface waters within recreation and other open space corridors. Detention reservoirs will be designed to control the rate of surface water runoff, and for the control of debris, sediment and contaminants (see Specific Plan).

MM 2-2-4: Positive control of surface water runoff and sediment during wet weather is required for all types of construction activity. This includes requirements for trapping sediments and debris, prohibition of grading during periods of rainfall or when soil moisture is high, requirements for stockpiling and reuse of native (or agricultural) topsoil, and revegetation or temporary methods of controlling erosion of barren areas to avoid sedimentation of drainage ways.

MM 2-2-5: Mitigation of particulates through the employment of dust control measures is described under the topic of Air Quality in Part IV of this EIR.

Effect of Project Mitigation

The above described impacts of the Project on compaction and over-covering of the soil will be reduced by the above Project mitigation to a less than significant level. The Project mitigation will ensure that construction-related water quality impacts associated with building materials and wastes resulting from the Project will be minimized by developing and implementing a Storm Water Pollution Prevention Plan as required by the National Pollutant Discharge Elimination System (NPDES) program. Post-construction runoff water quality impacts will also be minimized by implementation of a Storm Water Pollution Prevention Plan, and the Project proponents will be responsible for the operation and maintenance of Best Management Practices to prevent water quality impacts.

3. NOISE

Thresholds of Significance

Under CEQA Guidelines, a project would have a significant effect on the environment if it could increase substantially the ambient noise levels for adjoining areas. The Noise Section of the Hazard Management Element of the Kingsburg General Plan contains standards for acceptable noise exposure for several land use designations affected by various noise sources. The Noise Section standards which are applicable to this project are described below.

For noise due to traffic on public roadways, railroads or aircraft in flight, new development of residential land uses will not be permitted in areas exposed to existing or projected exterior noise levels exceeding 60 dB L_{dn} unless the project design includes effective mitigation measures to reduce exterior noise levels to 60 dB L_{dn} at proposed outdoor activity areas and 45 dB L_{dn} in indoor areas. Where it is not possible to reduce exterior noise levels to 60 dB L_{dn} or less by

incorporating a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dB L_{dn} may be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB L_{dn} with the windows and doors closed.

For new schools and parks, the Noise Section of the General Plan establishes normally acceptable exterior noise level criteria of 65 dB and 70 dB L_{dn}, respectively. Interior noise level standards for these uses are not specified in the Noise Section.

In addition to these criteria, noise impacts are also evaluated by comparison of project generated noise levels to existing ambient noise levels. Table II-6 is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. Their recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been assumed that they are applicable to all sources of noise that are described in terms of cumulative noise exposure metrics such as the L_{dn} or CNEL.

TABLE II-6

SIGNIFICANCE OF CHANGES IN CUMULATIVE NOISE EXPOSURE

Ambient Noise Level Without Project (L_{dn} or CNEL)	**Significant Impact**
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more
Source: Federal Interagency Committee on Noise (FICON), as applied by Brown-Buntin Associates, Inc.	

Impacts

Impact 2-3-1: Noise effects of development proposals for the NK Residential Village do not pose problems for land use within the Village or in other parts of the community, making this a **less than significant** impact. Any concern for the effects of freeway-generated noise on residential development within the Village can be discounted because of the distance of proposed residential areas from the freeway. This impact is also **less than significant**. Noise levels from railroad traffic are intermittent, but are capable of raising interior noise levels within the closest residential area proposed (along the north side of Stroud Avenue) in excess of 45 dB, so they are **potentially significant**.

Impact 2-3-2: The noise effects of industrial development proposals for the Industrial Corridor part of the planning area have the potential for adverse impacts on the NK residential environment close to industrial lands along the east side of Bethel Avenue. A **potentially significant** impact results.

Mitigation Measures

MM 2-2-1: Policies of the Specific Plan require the placement of industrial structures to block the transmission of railroad noise into residential areas. Site plan review policies of the City call for noise abatement through wall construction and buffer landscaping between industrial property and residential areas.

PART III

ENVIRONMENTAL SETTING

INTRODUCTION

The following description of the environmental setting covers existing conditions prior to commencement of project proposals in both a local and area-wide perspective. More site-specific statements of existing conditions are provided in Part IV for the separate environmental topics evaluated in this Environmental Impact Report (EIR). The location of the Project in the region is shown on Figure III-1.

LAND USE POLICY

Existing land use policies for lands in the immediate vicinity of the project proposals are contained in the Land Use Element of the General Plan, as adopted by the City Council on July 23, 1992, and as subsequently amended, and which are shown in part on the General Plan Diagram included in this report as Figure III-2. Policies which have special relevance include the following:

1. **The Simpson Street/Golden State Boulevard Corridor between Sierra Street and Mountain View Avenue.** This corridor would be developed primarily in region-serving and tourist-serving uses (Sierra Street to Kamm Avenue) and industrial uses (Kamm Avenue to Mountain View Avenue). From Sierra Street to Kamm Avenue the corridor currently is designated for Mixed Use by the General Plan, with underlying designations of Light Industrial, Highway Commercial and Central Commercial described by the General Plan. Property close to the Kamm and Sierra interchanges would most likely be developed in Highway Commercial use. Regional commercial and light industrial uses would occupy most of the remaining segments of the corridor. A Factory Stores Center previously proposed on either side of the Golden State Boulevard/Stroud Avenue intersection did not materialize. Promotional efforts now concentrate on attracting other region-serving uses to take advantage of the broad market that exists between and including the Fresno and Visalia/Tulare metropolitan areas and other nearby communities, and the strategic location of Kingsburg along State Route (SR) 99 within the south-central section of the San Joaquin Valley. Industrial parks catering to small and medium-sized operations or an auto sales complex serve as examples.

   Except for highway commercial designations around the Kamm/Bethel interchange with Freeway 99, most of the corridor between Kamm and Mountain View is designated for industrial use as shown on Figure III-3. A variety of industrial use is encouraged within an area covering more than 600 acres, particularly manufacturing, research and development, business parks and incubator services for small operations. Warehousing and distribution, while permitted, are not as desirable as uses that cause fewer impacts on streets, create more jobs and increase property values.

2. **Land use policy east of the industrial corridor provides for Low and Medium Density residential expansion**. It extends north of Stroud Avenue to a line one quarter-mile north of Kamm Avenue, and east to Madsen Avenue. Medium Density is concentrated along 10th Avenue and west of 10th north of Stroud. The residential acreage north of Kamm is mostly designated Low Density Reserve.

FIGURE III-1

LOCATION OF PROJECT IN THE REGION

FIGURE III-2

EXISTING LAND USE POLICY

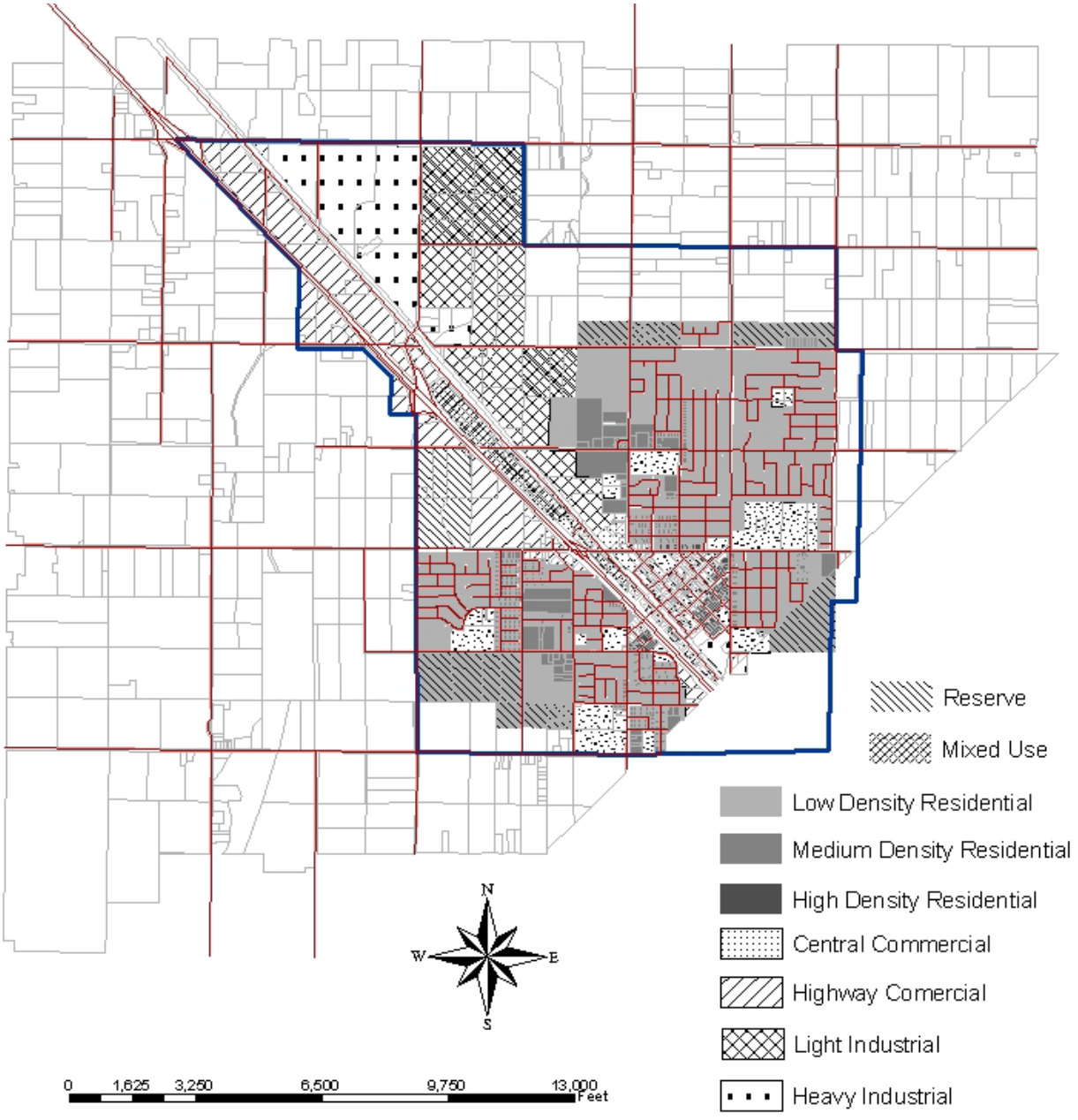
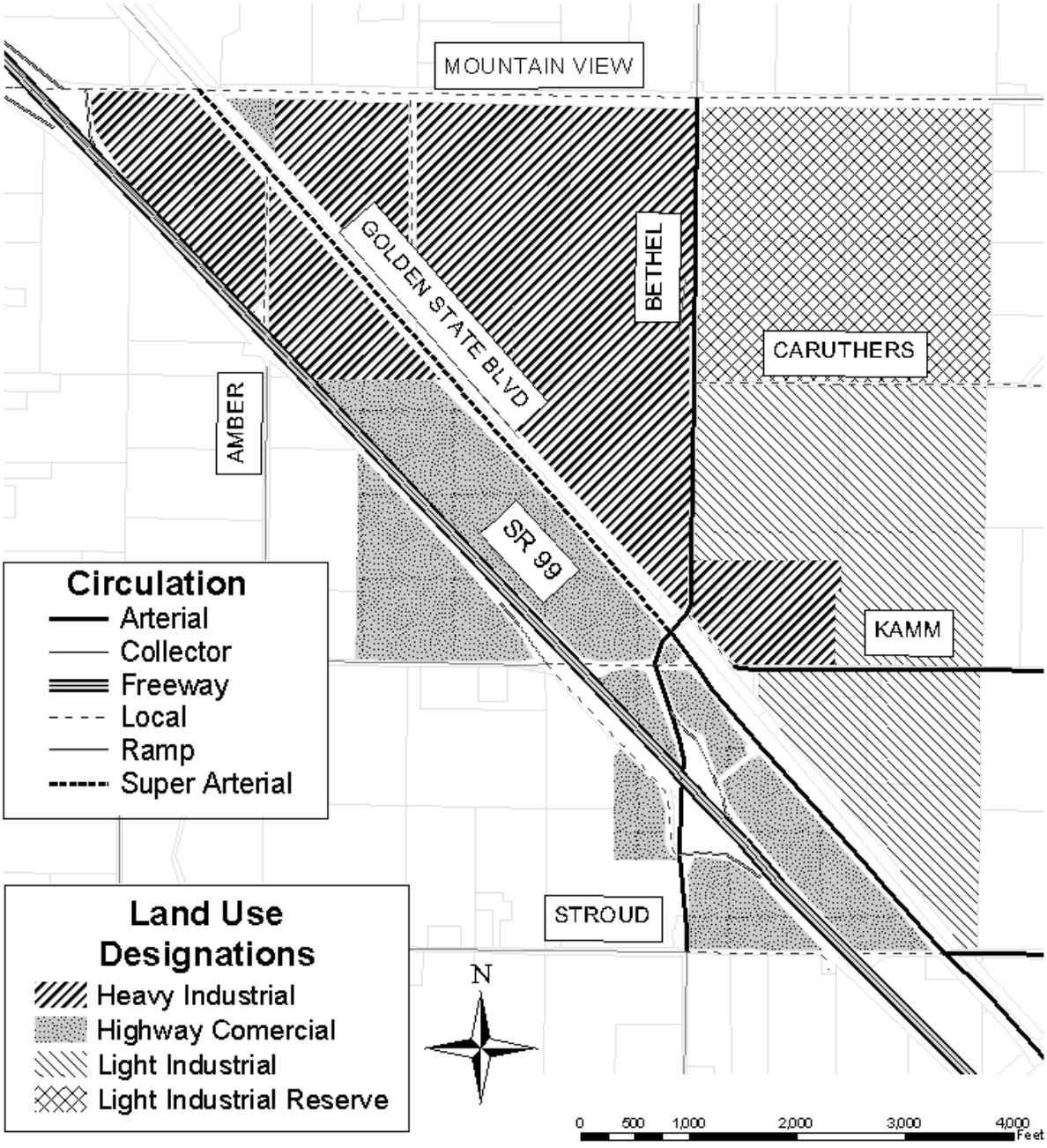


FIGURE III-3

GENERAL PLAN LAND USE - INDUSTRIAL CORRIDOR



EXISTING LAND USE

The environmental setting of the proposed project area is dominated by agricultural use along the industrial corridor, by residential development east of the industrial corridor south of Kamm Avenue, and by agricultural use (mostly vineyards) east of the industrial corridor north of Kamm Avenue. Existing large-scale industry within the corridor north of Kamm includes raisin and grape processing plants and a glass manufacturing plant. Substantial vacant residential acreage remains south of Kamm, especially west of 10th Avenue and north of Stroud Avenue.

TRANSPORTATION, TRAFFIC AND CIRCULATION

Primary transportation and circulation facilities connecting Kingsburg with the region are also shown on Figure III-2, and include the SR 99 freeway; SR 201 (Sierra Street), extending from Freeway 99 east to the Woodlake area of Tulare County; Mendocino (18th) Avenue, extending from Freeway 99 north to the vicinity of Sanger; Academy (10th) Avenue, extending from near Freeway 99 at Sierra Street north through Sanger and continuing north to Highway 168 northeast of Clovis; and the Union Pacific Railroad. Within the community, the arterial and collector street systems provide for cross-town vehicle movement and service to and from activity centers and residential areas of the community. The North Kingsburg (NK) planning area is served directly by the Mountain View Avenue expressway and five arterial streets -- Golden State Boulevard, 10th (Academy) Avenue, 18th (Mendocino) Avenue, Kamm Avenue and Stroud Avenues. There are freeway interchanges at Kamm and Mountain View Avenues.

Average daily traffic (ADT) volumes on segments of the arterial street system range from a low of approximately 2,200 on 10th Avenue north of Stroud, to about 3,700 on 18th Avenue north of Stroud. Traffic congestion within the NK planning area occurs sporadically during peak hours with traffic generated at Rafer Johnson Junior High School. However, the street system generally can be characterized as providing safe and efficient movement of traffic through and around the planning area most of the time.

SR 99, an element of the National Highway System, borders the NK planning area on the west and carries in excess of 50,000 vehicles per day, with peak month ADT (average daily traffic) at approximately 59,000. It is to be noted that the current 4-lane divided configuration of the freeway through Kingsburg to Selma is planned for expansion to six lanes, and that expansion from six to eight lanes is planned from Selma north to Fresno.

The Union Pacific Railroad is a main line facility carrying freight traffic to and from the community and the region. All railroad crossings are protected by automatic signals and gates.

SOCIO-ECONOMIC CONDITIONS

Existing and Projected Population (See Table III-1)

The City had an estimated population of 11,150 as of January 1, 2004 (State Department of

TABLE III-1

POPULATION AND HOUSING - CITY OF KINGSBURG, 2000 AND 2022, AND THE NORTH KINGSBURG RESIDENTIAL VILLAGE WHEN FULLY DEVELOPED

2022 Projections City of Kingsburg	**One Family Homes**	**Multi-Family Units**	**Total Dwelling Units**
Number of Housing Units	4,584	1,965	6,549
Percentage of Housing Units	70.0%	30.0%	100.0%
Vacancy Rate	3.30%	5.50%	3.96%
Occupied Housing Units	4,434	1,858	6,292
Percentage of Occupied Housing Units	70.5%	29.5%	100.0%
Average Household Size	2.90	2.69	2.84
Household Population	12,852	4,994	17,846
Percentage of Population	72.0%	28.0%	100.0%
Population within Group Quarters			178
TOTAL POPULATION			**18,024**
2000 Data and Estimates City of Kingsburg	**One Family Homes**	**Multi-Family Units**	**Total Dwelling Units**
Number of Housing Units	2,590	768	3,358
Percentage of Housing Units	77.1%	22.9%	100.0%
Vacancy Rate	3.40%	5.60%	3.90%
Occupied Housing Units	2,501	725	3,226
Percentage of Occupied Housing Units	77.5%	22.5%	100.0%
Average Household Size	2.89	2.59	2.82
Household Population	7,230	1,878	9,108
Percentage of Population	79.4%	20.6%	100.0%
Population within Group Quarters			91
TOTAL POPULATION			**9,199**
Full Development of North Kingsburg Residential Village	**One Family Homes**	**Multi-Family Units**	**Total Dwelling Units**
Number of Housing Units	1,851	274	2,125
Percentage of Housing Units	87.1%	12.9%	100.0%
Vacancy Rate	3.46%	5.60%	3.74%
Occupied Housing Units	1,787	259	2,046
Percentage of Occupied Housing Units	87.3%	12.7%	100.0%
Average Household Size	2.89	2.59	2.87
Household Population	5,164	670	5,834
Percentage of Population	88.5%	11.5%	100.0%
Population within Group Quarters			-
TOTAL POPULATION			**5,834**

TABLE III-2

POPULATION, HOUSEHOLD AND HOUSING DATA AND TRENDS
City of Kingsburg, Fresno County and State of California, 2000 and 1990 Censuses

(State data rounded	City of Kingsburg			County	State
to nearest thousandth)	**Census**	**Percent**	**Import-**	**of**	**of**
	Data	**of County**	**ance**	**Fresno**	**California**
2000 Population	9,199	1.15%	* * *	799,400	33,872,000
1990 Population	7,245	1.09%	* * *	667,500	29,758,000
Percentage Change 1990 to 2000	27%			20%	14%
2000 Households	3,226	1.28%	* * * *	252,940	11,502,000
1990 Households	2,537	1.15%	* * *	220,900	10,381,000
Percentage Change 1990 to 2000	27%			15%	11%
2000 Housing Units	3,348	1.24%	* * * *	270,767	12,215,000
1990 Housing Units	2,584	1.10%	* * *	235,600	11,183,000
Percentage Change 1990 to 2000	30%			15%	9%
2000 Population per Household	2.85	89.62%	* * * *	3.18	2.94
1990 Population per Household	2.86	94.70%	* * *	3.02	2.87
Percentage Change 1990 to 2000	-0.35%			5.30%	2.44%
2000 Housing Vacancy Rate	3.6%	54.55%	* * * * *	6.6%	5.8%
1990 Housing Vacancy Rate	1.8%	29.03%	* * * * *	6.2%	7.2%
Percentage Change 1990 to 2000	100.0%			6.5%	-19.4%

	IMPORTANCE RATINGS		
	Factor	or	Percentage
	More than 1.40	* * * * *	More than 120%
	1.21 to 1.40	* * * *	106% to 120%
	1.10 to 1.20	* * *	95% to 105%
	0.90 to 1.09	* *	80% to 94%
	Less than 0.90	*	Less than 80%

TABLE III-3

POPULATION AND COMMUTING CHARACTERISTICS
City of Kingsburg, Fresno County and State of California, 2000 Census

	Based on 2000 Census	City of Kingsburg				County of Fresno		State of California	
	(State data rounded to	Census	% of	% of	Import-	Census	Per-	Census	Per-
	nearest thousandth)	Data	City	County	ance	Data	cent	Data	cent
Age	2000 Population	9,199	100.0%	1.15%	* * *	799,407	100.0%	32,872,000	100.0%
	Under 5 years old	712	7.7%	1.05%	* *	67,827	8.5%	2,487,000	7.6%
	5 to 19 years old	2,280	24.8%	1.06%	* *	216,076	27.0%	7,747,000	23.6%
	20 to 44 years old	3,197	34.8%	1.11%	* * *	288,771	36.1%	13,096,000	39.8%
	45 to 64 years old	1,794	19.5%	1.22%	* * *	147,524	18.5%	6,946,000	21.1%
	65 years and older	1,216	13.2%	1.54%	* * * * *	79,209	9.9%	2,596,000	7.9%
	Median age in years	33.8		113.0%	* * * *	29.9		33.3	
Gender	2000 Population	9,199	100.0%	1.15%	* * *	799,407	100.0%	33,872,000	100.0%
	Male	4,397	47.8%	1.10%	* * *	400,476	50.1%	16,875,000	49.8%
	Female	4,802	52.2%	1.20%	* * *	398,931	49.9%	16,997,000	50.2%
Race	2000 Population	9,199	100.0%	1.15%	* * * *	799,407	100.0%	33,872,000	100.0%
	White (non-Hispanic)	5,505	59.8%	1.73%	* * * * *	317,522	39.7%	15,817,000	46.7%
	Hispanic or Latino	3,166	34.4%	0.90%	* *	351,636	44.0%	10,967,000	32.4%
	Asian	294	3.2%	0.40%	*	73,403	9.2%	4,156,000	12.3%
	Black	61	0.7%	0.13%	*	47,153	5.9%	2,513,000	7.4%
	Other	173	1.9%	1.78%	* * * * *	9,693	1.2%	419,000	1.2%
School	Enrolled in school	2,871	31.2%	1.09%	* *	263,942	33.0%	10,130,000	29.9%
	25+, high school grad	77%		113%	* * * *	68%		77%	
	25+, bachelor degree	21%		117%	* * * *	18%		27%	
Poverty (1999)	Total in poverty status	1,395		0.62%	* * * * *	225,486		5,902,000	
	Families	252		0.76%	* * * * *	33,175		846,000	
	% of families in poverty	10%		55.6%		18%		11%	
	Female-head households	100		0.76%	* * * * *	13,226		350,000	
	% of female-headed	28%		80.0%		35%		25%	
	Individuals	1,043		0.58%	* * * * *	179,085		4,706,000	
	% of individuals	12%		52.2%		23%		14%	
Commuting	Total in workforce	3,842	100.0%	1.30%	* * * *	294,942	100.0%	14,525,000	100.0%
	Drive alone	3,183	82.8%	1.45%	* * * * *	218,785	74.2%	10,432,000	71.8%
	Participate in carpool	344	9.0%	0.70%	*	49,265	16.7%	2,113,000	14.5%
	Use public transit	23	0.6%	0.45%	*	5,116	1.7%	736,000	5.1%
	Walk	110	2.9%	1.57%	* * * * *	7,028	2.4%	415,000	2.9%
	Other	106	2.8%	1.86%	* * * * *	5,699	1.9%	272,000	1.9%
	Work at home	76	2.0%	0.84%	*	9,049	3.1%	557,000	3.8%
	Mean travel to work	20.5	minutes	92.3%	* * * *	22.2	minutes	27.7	minutes
Vehicles	Households reporting	3,217	82%	1.27%	* * * *	252,940	82%	11,502,000	78%
	No vehicles available	288	7%	1.02%	* * * * *	28,311	7%	1,091,000	7%
	One vehicle available	1,045	27%	1.16%	* *	90,379	27%	3,928,000	27%
	Two vehicles availabe	1,409	36%	1.50%	*	93,820	36%	4,342,000	29%
	Three or more vehicles	475	12%	1.17%	*	40,430	12%	2,141,000	15%
	Average vehicles	1.69		103.7%	* * * * *	1.63		1.71	

TABLE III-4

HOUSEHOLD AND HOUSING CHARACTERISTICS
City of Kingsburg, Fresno County and State of California, 2000 Census

Based on 2000 Census		City of Kingsburg				County of Fresno		State of California	
(State data rounded to		Census	% of	% of	Import-	Census	Per-	Census	Per-
nearest thousandth)		Data	City	County	ance	Data	cent	Data	cent
2000 Households		3,226		1.28%	****	252,940		11,502,000	
Population in households		9,108		1.17%	***	781,470		33,052,000	
Average per household		2.82		91.26%	****	3.09		2.87	
Average - owner-occupied		2.89		95.70%	***	3.02		2.93	
Average - renter-occupied		2.68		84.28%	****	3.18		2.79	
Types of households - total		3,226	100%	1.28%	****	252,940	100%	11,502,000	100%
Husband-wife couples		948.0	29.4%	1.54%	*****	61,503	24.3%	2,887,000	25.1%
Husband-wife with children		1,000	31.0%	1.40%	*****	71,371	28.2%	2,990,000	26.0%
One parent with children		510	15.8%	0.95%	**	53,862	21.3%	2,042,000	17.8%
Non-family households		768	23.8%	1.16%	***	66,204	26.2%	3,583,000	31.2%
Households that	#	1,553		1.16%	***	134,023		6,087,000	
moved in last 5 years	%	48%			****	53%		53%	
Median household income		$ 40,900		117.9%	****	$ 34,700		$ 47,500	
Male: full-time, year-round job		$ 35,500		106.3%	****	$ 33,400		$ 40,600	
Female: full-time, year-round		$ 23,400		88.3%	**	$ 26,500		$ 31,700	
% Households $100,000/more		7.1%		81.6%	**	8.7%		17.3%	
Types of housing units - total		3,348	100%	1.24%	****	270,148	100%	12,183,000	100%
Single-family detached		2,427	72.5%	1.38%	****	175,380	64.9%	6,883,000	56.5%
Singe-family attached		103	3.1%	1.02%	**	10,068	3.7%	932,000	7.7%
Multiplexes: 2-4 units/building		220	6.6%	0.91%	**	24,154	8.9%	1,025,000	8.4%
Apartments - 5 or more units		435	13.0%	0.91%	**	47,809	17.7%	2,805,000	23.0%
Mobile homes		163	4.9%	1.28%	****	12,737	4.7%	538,000	4.4%
2000 Occupied housing units		3,226	100%	1.28%	****	252,940	100%	11,502,000	100%
Owner-occupied units		2,180	67.6%	1.53%	*****	142,795	56.5%	6,545,000	56.9%
Renter-occupied units		1,046	32.4%	0.95%	**	110,145	43.5%	4,957,000	43.1%
Median rooms/housing unit		5.3		108.2%	***	4.9		4.8	
Median value owner-occupied		$ 117,300		111.8%	****	$ 104,900		$ 211,500	
Median rent renter-occupied		$ 541		101.3%	***	$ 534		$ 747	
2000 Housing vacancy rate		3.6%		54.5%	*****	6.6%		5.8%	
Owner-occupied vacancy rate		2.2%		137.5%	**	1.6%		1.4%	
Renter-occupied vacancy rate		3.1%		56.4%	*****	5.5%		3.7%	
Housing built last 5 years		457		2.1%	*****	21,921		732,000	
% of units built last 5 years		14.2%		163.2%	*****	8.7%		6.4%	

	IMPORTANCE RATINGS	
	Factor	**or Percentage**
	More than 1.40	***** More than 120%
	1.21 to 1.40	**** 106% to 120%
	1.10 to 1.20	*** 95% to 105%
	0.90 to 1.09	** 80% to 94%
	Less than 0.90	* Less than 80%

TABLE III-5

EMPLOYMENT CHARACTERISTICS
City of Kingsburg, Fresno County and State of California, 2000 Census

Based on 2000 Census	City of Kingsburg				County of Fresno		State of California	
(State data rounded to	Census	% of	% of	Import-	Census	Per-	Census	Per-
nearest thousandth)	Data	City	County	ance	Data	cent	Data	cent
Population age 16 & over	6,730		1.18%	* * *	571,317		11,502,000	
Civilian labor force	4,280		1.25%	* * * *	341,640		33,052,000	
Labor force % of age 16/over	63.6%		106.4%	* * * *	59.8%		287.0%	
Unemployed persons	376		0.93%	* * * *	40,334		2.93	
Unemployed % of labor force	8.8%		74.6%	* * * * *	11.8%		279.0%	
Persons employed (16 & over)	3,904		1.30%	* * * *	301,306		11,502,000	
Average employees/household	1.21		101.7%	* * *	1.19		2,887,000	
Class of worker - total	3,904	100%	1.30%	* * * *	301,306	100%	14,719,000	100%
Private wage & salary workers	2,765	70.8%	1.27%	* * * *	218,136	72.4%	11,257,000	76.5%
Government workers	802	20.5%	1.35%	* * * *	59,313	19.7%	2,158,000	14.7%
Self-employed	337	8.6%	1.51%	* * * * *	22,345	7.4%	1,250,000	8.5%
Unpaid family workers	-	0.0%	0.00%	*	1,512	0.5%	54,000	0.4%
Occupation - total	3,904	100%	1.30%	* * * *	301,306	100%	14,719,000	100%
Management, professional	1,178	30.2%	1.33%	* * * *	88,796	29.5%	5,295,000	36.0%
Service	599	15.3%	1.23%	* * * *	48,665	16.2%	2,174,000	14.8%
Sales, office	1,046	26.8%	1.34%	* * * *	78,299	26.0%	3,939,000	26.8%
Farming, fishing, forestry	160	4.1%	0.81%	*	19,780	6.6%	197,000	1.3%
Construction, extraction, maint.	368	9.4%	1.43%	* * * * *	25,698	8.5%	1,239,000	8.4%
Production/transport/moving	553	14.2%	1.38%	* * * *	40,068	13.3%	1,875,000	12.7%
Employees by industry - total	3,904	100%	1.30%	* * * *	301,306	100%	14,718,000	100%
Resources *	200	5.1%	0.79%	*	25,207	8.4%	283,000	1.9%
Construction	248	6.4%	1.45%	* * * * *	17,054	5.7%	915,000	6.2%
Manufacturing	519	13.3%	2.08%	* * * * *	24,998	8.3%	1,930,000	13.1%
Wholesale trade	299	7.7%	1.97%	* * * * *	15,154	5.0%	596,000	4.0%
Retail trade	367	9.4%	1.09%	* *	33,771	11.2%	1,641,000	11.1%
Transport/warehousing/utilities	221	5.7%	1.61%	* * * * *	13,706	4.5%	689,000	4.7%
Information	69	1.8%	1.07%	* *	6,450	2.1%	577,000	3.9%
Finance/insurance/real estate	212	5.4%	1.28%	* * * *	16,626	5.5%	1,017,000	6.9%
Professional **	171	4.4%	0.78%	*	22,016	7.3%	1,712,000	11.6%
Education/health/social services	1,000	25.6%	1.46%	* * * * *	68,710	22.8%	2,724,000	18.5%
Arts/entertain/recreation/lodging	232	5.9%	1.06%	* *	21,786	7.2%	1,204,000	8.2%
Public administration	176	4.5%	0.86%	*	20,511	6.8%	669,000	4.5%
Services not listed	190	4.9%	1.24%	* * * *	15,317	5.1%	761,000	5.2%

IMPORTANCE RATINGS		
Factor	**or**	**Percentage**
More than 1.40	* * * * *	More than 120%
1.21 to 1.40	* * * *	106% to 120%
1.10 to 1.20	* * *	95% to 105%
0.90 to 1.09	* *	80% to 94%
Less than 0.90	*	Less than 80%

* Resources include agriculture, forestry, fishing and mining

** Professional includes scientific, management and administration

Finance), as compared to 7,205 reported by the 1990 Census. Based on historic growth trends, the City's General Plan anticipates a population of approximately 13,800 by the year 2012. This projection reflects an annual average growth rate in housing over the 2000-2012 periods of 3.0 percent. Extended by another decade, the City's population would be about 18,690 in 2022.

The City considers its growth management policies as being essential to its ability to provide basic services. A higher rate of growth is viewed as resulting in a reduction in the level of services that existing residents have become accustomed to receive, jeopardizing the very unique character of Kingsburg which the majority of residents wish to retain. From the beginning of growth management in Kingsburg in 1988, the need to maintain housing and population growth within manageable limits has been especially important to the local school districts in order to avoid excessive overcrowding of classrooms and other school facilities.

Households and Housing Units (see Table III-4)

The City's population has been growing about one-third faster than the County's – 27 percent as compared to 20 percent – and nearly twice as fast as the State (27 percent to 14 percent). Growth in the number of households and housing units has been even faster. The average household size in Kingsburg has been stable at about 2.82 persons while the County's average has increased from 3.01 to 3.16 persons. A fairly rapid rate in housing construction has increased the City's housing vacancy rate from 1.8 in 1990 to 3.6 percent in 2000. However, this is still only about one half of the countywide rate of 6.6 percent. The State's growth rates, average household size and vacancy rates are all lower than Fresno County's.

The City's average household size is about 10 percent smaller than the County's, and is reflected in both owner-occupied and renter-occupied housing, with rental housing averaging 2.58 persons per household and owner-occupied at 2.89. The County's renter-occupied households are larger than those which are owner-occupied.

Kingsburg has a much higher proportion of husband-wife couples and families than the County, and a smaller proportion of one-parent families. The number of households in the City that moved into their housing in the past five years is 48 percent. The City's median household income of $40,490 (year 2000) is nearly one-fifth larger than the County's $34,700, but below the State average of $47,500.

The City has a much higher proportion of single-family homes and mobile homes in its housing stock than the County, but it has a much lower share of townhouses, multiplexes (2 to 4 units) and apartments (5 or more units). Seventy-two percent of the City's housing stock is single-family detached units, 23 percent is multi-family units and 5 percent is mobile homes. Sixty-eight percent of the stock is owner-occupied while 32 percent is renter-occupied. City housing averages 5.3 rooms per unit. The City's average owner-occupied houses are valued at $117,300 or about 12 percent more than the County's. Over 14 percent of the City's housing units having been built over the last five years as compared to 9 percent for the County, evidence of growth.

Employment (see Table III-5)

The City has a higher proportion of its residents in the labor force (63.6 percent) than the County (59.8 percent), while the unemployment rate is about one-fourth less. The average number of employees per household in the City (1.21) is just slightly higher than the County, but the unemployment rate in the City is 8.8 percent compared to 11.8 percent in the County. The "class of workers" and "occupations" are generally the same for both the City and County except for agriculture, 4 percent in the City as compared to 7 percent in the County. When employment is categorized by industry, the City has significantly greater shares of construction, manufacturing, wholesale trade, warehousing and educational employees than the County, while its shares of agricultural, professional-scientific, management and public administration employees are significantly below those of the County.

Commuting (see Table III-3)

Eighty-three percent of the City's workers drive alone to and from their work compared to 74 percent for the County, and only 9 percent of the City's workforce carpools compared to 17 percent for the County. Other characteristics of commuting for the City and County are more comparable.

Assessed Valuation, Municipal Revenues and Expenditures

(Note: assessed valuation and the City's revenues and expenditures sheets are from the State Controller's office for the fiscal years 1994-1995 to 1999-2000. The 1999-2000 data are the latest available.)

The assessed valuation data clearly shows that Kingsburg's share of Fresno County's assessed valuation (1.79 percent) is well above what would be expected based on its population (1.15 percent) or housing units (1.24 percent). The average assessed valuation per housing unit in the city is $113,000 in 1999-2000. This is 16 percent above the average of $97,000 in Fresno County's 15 cities. Furthermore, the average assessed valuation per housing unit has been steadily increasing. In fiscal year 1994-95, the average was just under $90,000. Looking at the increase in assessed valuation from year to year, and the net increase in housing units for that year, the average assessed value per housing unit by the year 2000 had increased to about $150,000.

While these figures are impressive, it must be remembered that they are simply the City's total assessed valuation divided by the number of housing units. Therefore, the averages include not only the assessed valuation of the housing unit, but the additional valuations of the commercial, office, warehousing and industrial improvements, and also the valuations of vacant properties.

City Operating Revenues

The City of Kingsburg's "total revenues" as reported by the State Controller's office increased from $5.4 million in 1994-95 to $7.2 million in 1999-2000. In a typical year, 1998-99, the sources of revenues were:

- 8 percent from management (investment earnings, rents, franchises, business licenses);
- 17 percent from taxes (property, sales and transportation);
- 11 percent from state and federal grants; and
- 64 percent (nearly two-thirds) from service charges (building permits, impact fees, emergency services, utility fees, and others).

While the overall growth in operating revenues has been impressive, the results by the above groupings and individual categories vary dramatically. Management revenues were up 400 percent primarily because of investment earnings. Taxes declined by 8 percent because the City stopped collecting utility taxes in 1997-98. State and federal funding increased by 57 percent. Service charges increased by 10 percent.

The average revenues per housing unit (again, total revenues divided by the number of housing units) has been increasing. In 1994-95, it was $1,840. It increased by 19 percent to $2,190 in 1999-2000 (partially affected by investment earnings). There is no adjustment in these figures for inflation which would tend to reduce the growth rates.

City Operating Expenditures

The City's "operating expenditures" also increased during this period from $4.6 million in 1994-95 to $5.5 million in 1999-2000. The proportion of expenditures spent on "management" (city council, city manager, planning) varied from 6.6 percent in 1994-95 to 12 percent in 1998-99.

The average expenditures per housing unit have varied from $1,490 in 1998-99 to $1,700 in 1997-98. The average for the six year period is $ 1,610. One quarter is paid for the traditional police and fire services. Over half (51 percent) is paid for streets, emergency medical service and the water and garbage utilities. The remainder goes to community services, parks and recreation, the regulation of buildings and development, and other services.

The average expenditures per housing unit (total expenditures divided by the number of housing units) for management were about $150. The average cost of providing City services per housing unit for the major categories were as follows:

Police	$ 350	Streets	$ 180	Parks & Recreation	$ 100
Fire	$ 50	Building Regulation	$ 90	Solid Waste	$ 260
Emergency	$ 150	Community Services	$ 35	Water	$ 240

While overall expenditures have increased by an average of 19 percent, the individual categories vary widely. For example, police expenditures are up by 31 percent, fire by 22 percent, emergency services 41 percent, streets 48 percent, and building regulation 180 percent. In contrast, parks and recreation expenditures are up only 15 percent, solid waste 6 percent and water expenditures are down 44 percent.

Projecting the Impact of the North Kingsburg Residential Village on the City's Revenues and Expenditures.

In order to analyze the effect of the proposed development, the revenue and expenditure categories primarily related to housing were selected: 11 revenue categories and 13 expenditure categories. The average revenues and expenditures per year per housing unit were projected to compare with the City's figures for 1999-2000. A comparison of these revenue and expenditure categories for the last 6 years found that expenditures exceeded revenues by about $140 per housing unit per year. However, with the increasing value of housing, increasing retail purchases, etc., it is estimated that the average revenues generated per housing unit per year will be about $130 greater than the average expenditures.

The impacts of these changes are quite dramatic. These figures suggest that the City's present housing stock (3,273 units) result in a net deficit of about $380,000 per year which has to be made up from other sources. In contrast, the proposed housing (1,513 units) can be expected to generate net revenues to the City of about $200,000 per year when the proposed development is fully built out. These estimates assume that the present levels of service provided by the City remain as they are at present, and that the costs of providing additional capacity to serve them are the same as at present. They also ignore the impacts of inflation. What the estimates do suggest is that as the price of housing increases and a greater proportion of the housing is not limited by the Jarvis-Gann (Proposition 13) aberration, the City's revenues can be expected to increase in comparison to the present situation.

Taxable Retail Sales (see Tables III-6 and III-7)

Taxable retail sales in Kingsburg decreased by 4 percent from the year 2000 to the year 2001, though the number of outlets increased by three. The situation was more favorable to the County where sales increased by 4 percent and outlets increased by 6 percent.

The five-year trend shows a 20 percent increase in sales in Kingsburg versus a 31 percent gain for Fresno County. Typically, sales per household in Kingsburg average between 55 percent and 70 percent of County sales per household. The City does very well in attracting customers to its grocery stores, supermarket and general merchandise/discount stores. Its freeway location attracts large numbers of customers to its restaurants and service stations. It does a modest amount of business in the other types of stores.

Comparisons to retail sales per household in Sanger and Reedley suggest that Kingsburg can expect to increase its average from 5 to 30 percent as it grows in population in the next 20 years.

TABLE III-6

TAXABLE SALES, OUTLETS AND SALES PER HOUSEHOLD
City of Kingsburg and Fresno County, 1997-2001

	City of Kingsburg						County of Fresno		
	Taxable	#	Sales	As a % of Fresno County			Taxable	#	Sales
	Sales	of	per	Taxable	# of	Sales/	Sales	of	per
Year	1,000s	Outlets	Outlet	Sales	Outlets	Outlet	1,000s	Outlets	Outlet
Taxable Sales for All Outlets									
2001	$55,342	214	$25,861	0.64%	1.14%	56.7%	$8,592,575	18,843	$45,601
2000	$56,157	209	$26,869	0.66%	1.12%	58.9%	$8,472,055	18,587	$45,581
1999	$52,590	207	$25,406	0.68%	1.13%	60.1%	$7,771,284	18,375	$42,293
1998	$46,188	208	$22,206	0.65%	1.12%	58.2%	$7,089,166	18,580	$38,155
1997	$45,976	210	$21,893	0.67%	1.11%	60.5%	$6,823,928	18,864	$36,174
Business, Personal, Agricultural & Manufacturing Taxable Sales									
2001	$ 9,524	123	$ 7,743	0.38%	1.15%	33.4%	$2,481,685	10,705	$23,182
2000	$ 8,393	121	$ 6,936	0.32%	1.11%	29.0%	$2,614,214	10,941	$23,894
1999	$ 7,124	120	$ 5,937	0.29%	1.08%	27.2%	$2,432,214	11,154	$21,806
1998	$ 6,714	117	$ 5,738	0.30%	1.02%	29.7%	$2,220,702	11,512	$19,290
1997	$ 6,850	118	$ 5,805	0.32%	1.00%	31.7%	$2,157,514	11,779	$18,317
Taxable Retail Sales									
2001	$45,818	91	$50,349	0.75%	1.12%	67.1%	$6,110,890	8,138	$75,091
2000	$47,764	88	$54,277	0.82%	1.15%	70.8%	$5,857,841	7,646	$76,613
1999	$45,466	87	$52,260	0.85%	1.20%	70.7%	$5,338,431	7,221	$73,929
1998	$39,474	91	$43,378	0.81%	1.29%	63.0%	$4,868,464	7,068	$68,880
1997	$39,126	92	$42,528	0.84%	1.30%	64.6%	$4,666,414	7,085	$65,863
	City of Kingsburg						County of Fresno		
	Number	Taxable Retail		As a % of Fresno County			Number	Taxable Retail	
	House-	Sales per		Taxable	Sales per		House-	Sales per	
Year	holds	Household		Sales	Household		holds	Household	
Taxable Retail Sales Per Household									
2001	3,373		$13,600	1.32%		56.7%	255,005		$24,000
2000	3,156		$15,100	1.25%		65.1%	252,940		$23,200
1999	3,094		$14,700	1.23%		69.0%	250,701		$21,300
1998	3,014		$13,100	1.21%		66.8%	248,322		$19,600
1997	2,953		$13,200	1.20%		69.5%	246,075		$19,000

Source: State Board of Equalization annual reports

TABLE III-7

TAXABLE SALES AND OUTLETS BY TYPE OF RETAIL STORE
City of Kingsburg and Fresno County, 2000

	City of Kingsburg						County of Fresno		
Type of Retail Store	Taxable Sales 1,000s	# Out-lets	Sales per Outlet	As % of County Sales	# Out-lets	Sales/ Outlet	Taxable Sales 1,000s	# Out-lets	Sales per Outlet
TOTAL Taxable Retail Sales	$47,764	94	$ 50,813	0.82%	1.23%	66.3%	$ 5,857,841	7,646	$ 76,613
Discount, General Merchandise	$13,768	4	$344,200	1.37%	1.30%	105.4%	$ 1,002,603	307	$326,581
Food Stores	$ 7,775	10	$ 77,750	1.64%	1.29%	127.1%	$ 472,836	773	$ 61,169
Eating and Drinking Places	$ 9,676	30	$ 32,253	1.62%	1.93%	84.0%	$ 597,307	1,556	$ 38,387
Home Furnishings, Appliances	$ 697	9	$ 7,744	0.32%	1.92%	16.8%	$ 215,673	468	$ 46,084
Automotive Dealers and Suppliers	$ 1,653	5	$ 33,060	0.13%	0.66%	19.1%	$ 1,318,115	760	$173,436
Service Stations	$10,006	5	$200,120	2.19%	2.15%	101.8%	$ 457,827	233	$196,492
Other Retail Sales	$ 4,189	31	$ 13,513	0.23%	0.87%	26.7%	$ 1,793,480	3,549	$ 50,535

Source: State Board of Equalization; Fresno County annual report and Kingsburg special tabulation

LAND, WATER, AIR, BIOLOGICAL, ENERGY, ARCHAEOLOGICAL & HISTORIC RESOURCES AND THE NOISE ENVIRONMENT

Land Resources

Land resources surrounding the urban area have been devoted almost exclusively to the production of wine grapes, raisins and deciduous fruits on prime sandy-loam agricultural soils. Terrain is relatively flat, with slopes falling gently to the southwest. The elevation of the City is approximately 293 feet above sea level. The City is located on the alluvial plain formed by the Kings River drainage system. Most of the area has good to excellent soil permeability.
The nearest earthquake faults are located more than 55 miles to the east in the Sierra Nevada range. The community has experienced several noticeable shocks in recent years. The most serious recent quakes occurred in the spring of 1983 near Coalinga more than 70 miles to the southwest in the foothills of the Coast Range, and in October 1989 in Santa Cruz County. Both of these quakes damaged their immediate environs quite seriously. The latter Loma Prieta quake near Watsonville had an enormous impact on the San Francisco Bay region, including loss of life and billions in property damage.

Other recent quakes have been generated from the Mammoth Lakes area on the east slope of the Sierra approximately 80 miles to the north. No local damage was experienced from any of these quakes. Distance from known active faults places Kingsburg in an area of relatively low potential for quake damage.

Water Resources

Groundwater is the source of domestic water supply. The groundwater basin is recharged primarily by rainfall and infiltration, storm water runoff, infiltration from irrigated ditch flows and seepage in the Kings River bottom, and water conservation recharge to natural sloughs in the nearby agricultural area. New City water wells were drilled to depths over 400 feet to offset groundwater contamination occurring in aquifers tapped by then existing wells caused by the presence of DBCP (1,2-dibromo-3-choloropropane) which was widely used as a soil fumigant for nematode control until 1977.

Climate and Air Quality

Kingsburg's climate is semi-arid which is typical of the San Joaquin Valley. Average annual rainfall varies considerably between less than seven inches during drought years and over 18 inches during wet years. The annual average taken over a period of 10 years is in the order of 10.1 inches. In the Sierra Nevada Mountains to the east, annual precipitation reaches 60 inches in some areas, with much of it in the form of snow packed in deep drifts which provides the primary source of irrigation water during the spring runoff.

Average temperatures range from 82 degrees in July to 46 degrees in January. During the summer, it is not unusual to experience temperatures in the 100-110 degree range for many days

at a time. However, because of low humidity and nighttime breezes, overall conditions in summer are generally pleasant. Prevailing winds are from the northwest, averaging 6.7 miles per hour. Wind storms of extremely high velocity are quite rare, but tornado-like funnel clouds are spotted occasionally with some minor damage having been reported in nearby rural areas.

Air quality does not presently meet state or federal standards for the local air basin for a substantial number of days during the period May through October. Ozone standards are exceeded regularly, primarily because of mobile source emissions associated with vehicle traffic along the Freeway 99 corridor, and emissions generated in the Fresno-Clovis metropolitan area to the northwest. To a lesser but yet significant extent, air quality is adversely affected by the inter-regional transfer of pollutants from the San Francisco Bay Area.

Periods of air pollution are heightened during the fall months when the temperature inversion common to the San Joaquin Valley traps pollutants within a warm air mass below a layer of cool air. In the winter, this inversion pattern reverses, trapping cool air below the warm air mass and creating conditions favorable to frequent heavy fog conditions.

Biological Resources

There are no rare or endangered species of plants or animals within the existing and planned boundaries of the Kingsburg urban area. With the exception of the immediate riparian environment along the Kings River a few miles south and east, all natural areas that existed at the time the community was established have been eliminated through agricultural activities. Biological resources, other than those found along the river or which involve agricultural crops and ornamental trees and shrubs within the urban area, are limited to annual grasses and noxious weeds on vacant lands, and to small animal and bird populations common to the urban area and its fringe. Common mammals include ground squirrels, rabbits, mice, gophers and opossum. Common birds include robin, mourning dove, meadowlark, sparrow, crow, barn swallow, wren, mockingbird, blue jay and blackbird.

Energy Resources

There are no direct sources of energy within the community except those resulting from privately-owned solar power generation units. All other energy sources (other than wood burning) are provided by the Pacific Gas & Electric Company and the Southern California Gas Company. Some industries are considering the cogeneration of electricity by burning agricultural, industrial or domestic wastes. A cogeneration facility has been constructed on the site of the Sun-Maid Raisin Growers plant northwest of town which provides steam power and electrical energy.

Archaeological and Cultural Resources

There are no sites of archaeological significance located within the City's planning area listed by the California State University at Bakersfield Archaeological/Cultural Resource Facility.

Cultural building resources of historic significance have been made a part of the City's Historical Park located along the east side of the Kingsburg High School site on Sierra Street. Cultural building resources which reflect the Swedish Village concept are located mostly throughout the Central Business District. Concordia Lutheran Church and the Union Pacific Railroad Station are also considered to be historic landmarks. The railroad station is being rehabilitated as an historic structure.

The effort to create a Swedish Village character in the downtown area has been followed seriously for the better part of two decades to the point where it clearly dominates the appearance of commercial structures. Characteristics of building design include steeply pitched shingled roofs, gable and dormer windows, side paneling with cross boards, stucco walls and used brick facades.

The Noise Environment

Major noise sources within the Kingsburg urban area are intermittent railroad traffic and steady vehicle traffic along Freeway 99. Ambient noise levels at approximately 50' back from the freeway rights-of-way lines are approximately 70 dBA; along the railroad right-of-way, noise generated by a single event of through railroad freight traffic may exceed 95 dBA. Lesser but significant noise levels of 65 dBA are generated by trucks along truck routes within the City. Farm equipment operating adjacent to residential areas can generate similar noise levels as those for trucks. None of the major sources of noise, including industrial noise generated by the Del Monte cannery, create problems for such noise sensitive uses as schools, hospitals, convalescent and nursing homes and housing for the elderly.

HOUSING

Housing quality within the community is perhaps the best of any City in the County. There are only two dilapidated units (units unfit for human habitation) which are being targeted for removal. The number of deteriorating units, while not great, is been decreasing as the result of the increase in residential property values and the demand for older homes by first-time buyers.

UTILITY SERVICES

Improvements to the water, sewer and drainage utilities are being addressed in order to improve current service and accommodate continued urban expansion. Each of these utilities is expanded in accordance with adopted master plans. By adhering closely to the policy that urban expansion should be a direct extension of the existing urban pattern, the City has avoided problems of utility extension associated with by-passed lands.

LOCAL GOVERNMENT SERVICES

City services, including public works, police and fire, planning, building inspection, and administration, and the local elementary and high school districts, have often operated at or close

to peak loads of capacity for the past few years because of the increased demand for services resulting from new development activity and population increase. A new junior high school has been constructed along Stroud Avenue between 10th and 14th Avenues which freed-up classroom space for other grades at three elementary school sites throughout the City. Another elementary school is in the planning stages following passage of a local school bond measure in the March 2004 election.

PART IV

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

INTRODUCTION

Part IV provides a description of the environmental impacts of the project proposals by topic, followed by a discussion of mitigation measures recommended as being necessary to avoid adverse impacts or to reduce impacts to acceptable levels. Where impacts are unavoidable or not capable of mitigation, the circumstances are described as appropriate.

4-1 AGRICULTURAL RESOURCES

Existing Conditions

Virtually all of the land proposed under General Plan amendment for residential development north of Kamm Avenue (about 360 acres) is currently in agricultural production. About 110 acres is in field crops with the remainder in mature vineyards. As the result of a serious downturn in the market for raisins, many landowners are pulling out their vines for other crops. As shown on Figure IV-1, considerable acreage (about 160 acres) is under Agricultural Land Conservation (Williamson Act) Contracts. Notices of Non-Renewal have been filed for several parcels although the majority of the acreage remains under full contract time provisions.

Agricultural lands north of Kamm Avenue and between Kamm and Stroud Avenues to the south within the boundaries of the existing General Plan are scattered mostly west of 10th (Academy) Avenue. All lands shown for industrial use along the Golden State Industrial Corridor were included as part of the 1992 General Plan. Of the more than 700 acres involved, all but about 200 acres are in agricultural use, primarily vineyards. The impacts of eventual conversion to industrial use were examined in the 1992 General Plan Environmental Impact Report (EIR).

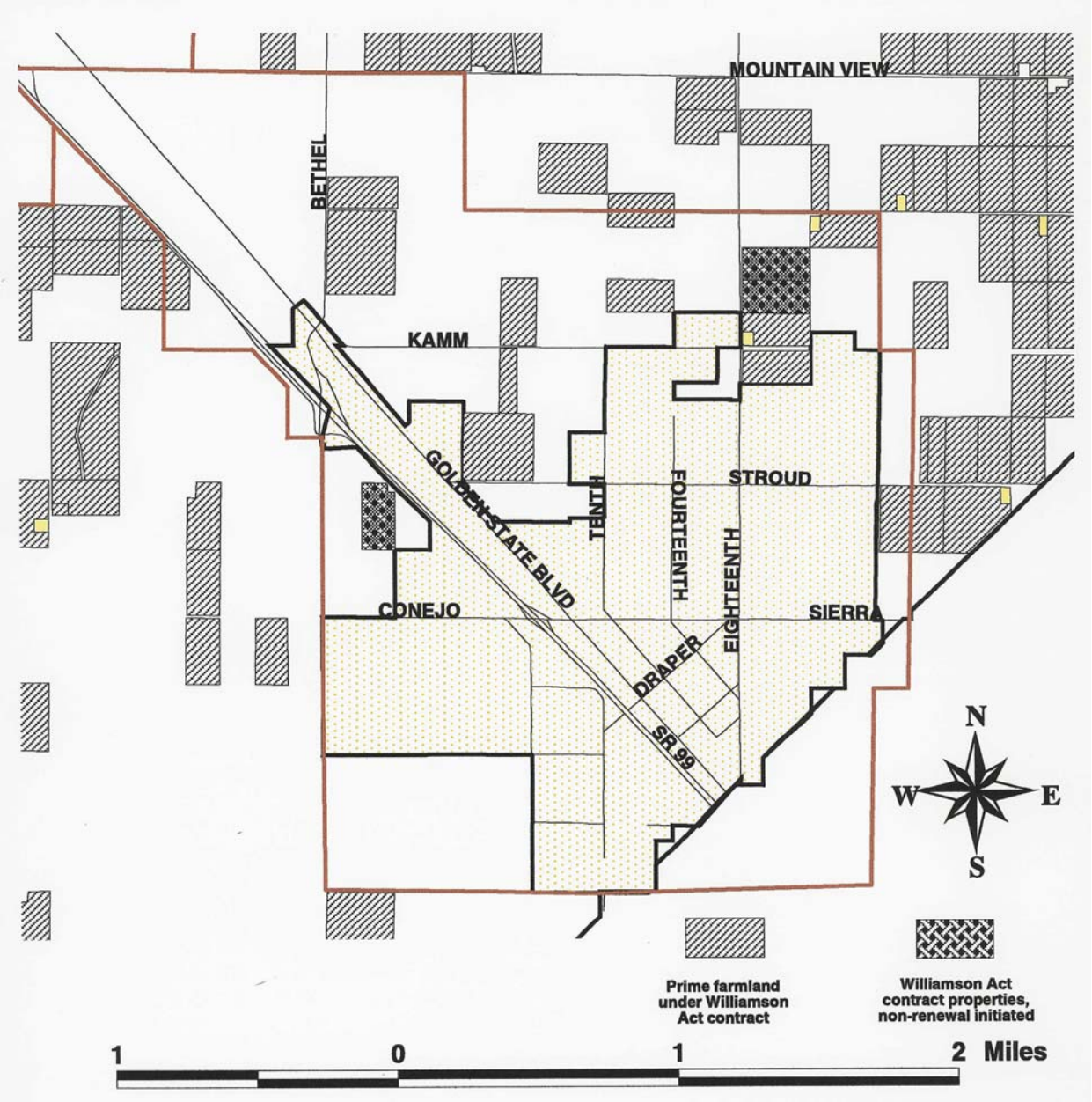
Thresholds of Significance

Under California Environmental Quality Act (CEQA) Guidelines, a project would have a significant effect on the environment if it would:

1. Impair the agricultural activity of prime agricultural lands. All of the farm lands involved are designated as "P - prime lands" as classified by the State Department of Conservation's "Important Farmland Mapping and Monitoring Program". By definition, lands so classified exhibit the best combination of physical and chemical properties for the production of agricultural crops. Virtually all of these lands have been consistent producers of high value crops which have made an important contribution to the local economy.

FIGURE IV-1

LANDS UNDER WILLIAMSON ACT CONTRACT



2. Result in the termination of lands protected for agricultural use by Williamson Act contracts with Fresno County. (Note: This threshold is not classified in CEQA guidelines but is interpreted in this document to mean any action on the land that would not be allowed under an existing Williamson Act contract.)

3. Cause urban-agricultural conflicts at the interface between developed and developing urban lands and commercial agricultural operations. Such conflicts can be significant to the extent that they impair and increase the costs of agricultural operations, or pose a risk to individuals.

Impacts

Impact 4-1-1: The loss of productive agricultural land resulting from development under the General Plan amendments will be irreversible, requiring statements of overriding considerations if the Project is to be approved by the City. A shift in crops from project proposal sites to other lands in Fresno, Tulare or Kings Counties not now in agricultural production is not likely because of the small acreage involved and the general unavailability of Prime lands for similar crops in these adjacent counties. Unless such a shift is initiated by a public or non-profit agency, or unless the "no project" alternative is selected, the loss of agricultural land to urban use becomes irreversible, and the impact is **significant**.

Impact 4-1-2: Implementation of the project will result in the cancellation of Williamson Act contracts for the lands under contract shown on Figure IV-1, a **significant** impact.

Impact 4-1-3: It is reasonable to assume that conflicts will occur at the agricultural-urban interface as phased development occurs. Conflicts of concern to farmland owners and operators include trespass, vandalism, theft, major damage to equipment and liability in the event of harm to trespassers that may occur from normal farming operations or from unauthorized use of farm equipment. Conflicts of concern to residential neighbors include spray drift of pesticides and herbicides, noise from farm equipment, dust from farm operations, and wind-borne odors. These impacts are **potentially significant**.

Impact 4-1-4: Other potential impacts involve a shifting in the location where urban-agricultural conflicts may occur from the current interface between urban and agricultural lands to other locations where urban expansion will occur. These are **potentially significant**.

Impact 4-1-5: The conversion of farm land to urban use will have some **significant positive** benefits such as eliminating the use of agricultural pesticides, dust from plowing and discing operations, and farm wastes.

Impact 4-1-6: The nearly 80 acres under Williamson Act contract that lay between Kamm Avenue and the existing urban limit line one-quarter mile north of Kamm Avenue could

possibly be adversely affected if annexation to the City occurred prior to expiration of the contracts, resulting in a **potentially significant** impact.

Mitigation Measures (MM)

MM 4-1-1: A functional equivalent to a shift of croplands to other locations would be a commitment by the City of Kingsburg to continue current policies of its General Plan to not encourage the premature conversion of other agricultural land to urban use. Adoption of the Urban Limit Line in 1994 has reinforced these policies. Since certification of the General Plan EIR in July 1992, the City has adopted a "right to farm" ordinance as an overall mitigation measure needed to protect agricultural operations from premature pressures for conversion to urban use. Further support is provided by policies of the North Kingsburg (NK) Specific Plan that seek a balanced approach to adding urbanization on farmlands south and west of town as well as to the north.

It is to be noted that the City is seriously constrained in the long term from seeking a balanced urban pattern centering on the City's central business district because of the diagonal Fresno-Tulare County boundary line that passes through the community on a northeast-southwest alignment; limited acreage to the south before crossing into Tulare and Kings Counties; and limited acreage to the west before encroaching on the Selma-Kingsburg-Fowler County Sanitation District wastewater treatment facility. Another limiting factor is the high quality agricultural production that occurs on Prime lands east of Madsen Avenue that the City has protected by not planning for City expansion east of Madsen Avenue.

MM 4-1-2: A policy of the NK Specific Plan calls for assistance by the city in working with landowners to start the process of non-renewal of Williamson Act contracts. While ultimate elimination of these contracts will occur, it is desirable to phase non-renewal in keeping with the City's overall growth management program to avoid premature cancellation of contracts.

MM 4-1-3: As phased development occurs, fencing or other suitable barriers will be required as necessary at the interface between the phases that are developing and adjacent to agricultural lands so as to reduce urban-agricultural conflicts resulting from trespass, vandalism, crop and equipment damage, and theft.

MM 4-1-4: To reduce the potential for adverse impacts from agricultural operations upon residential areas, an interface buffer zone shall be required as necessary between the line of residential or industrial development and the nearest line of farmland, with fencing of each line to discourage trespass. This buffer would be required as a condition of development approval, with removal of the buffer not to occur until the next phase of urban expansion is approved and undertaken. The width of the buffer will necessarily vary depending on local circumstances of land ownership and operation. Where the

interface separation cannot be attained by the location of an existing public road, the buffer should be a minimum of 100 feet in width.

MM 4-1-5: To reduce the chance of spray drift hazards, agricultural operations shall comply with Fresno County restrictions on the proximity in which pesticides can be applied to environmentally sensitive areas, such as residential areas, schools, parks, waterways and livestock. The distances required vary with the type of pesticide and method of application.

MM 4-1-6: Adverse impacts on land covered by Agricultural Land Conservation Contract prior to contract expiration will be avoided if the City assumes responsibility for contract management if annexation occurs before expiration. It is to be noted that the conversion of the first of such parcels to urban use is not expected before 2005.

Effect of Project Mitigation:

The above Project mitigation will partially mitigate impacts associated with agricultural land conversion by avoiding the fracturing or fragmentation of the urban pattern, providing for the gradual outward conversion of agricultural lands, and assuring a rational, economically feasible and more efficient pattern of urban services. The mitigation measures are intended to minimize those impacts on agricultural operations that will be replaced gradually over the years until Project buildout occurs. The ultimate and irreversible loss of agricultural land to urban use will remain an unavoidable significant impact, and will require a statement of overriding considerations prior to certification of the project EIR.

4-2 AIR QUALITY

Existing Conditions

The description which follows is supplemental to that provided in Part III.

Meteorological Influences on Air Quality:

An area's meteorology is often an important mediator of air pollutant impact severity. Atmospheric stability, wind speed, wind direction, and the influence of local terrain on these parameters control the speed with which pollutants disperse as one moves away from a pollutant release point to a receptor. Episodes of high atmospheric stability (also known as temperature inversions) severely limit the ability of the atmosphere to disperse pollutants vertically, while low wind speeds and confining terrain have a similar effect on horizontal dispersion.

Throughout the year, the strength (or weakness) of the Pacific High, a semi-permanent high pressure cell centered over the eastern Pacific, is a dominant influence on the climate of northern and central California. During the late spring, summer, and early fall, descending warm air from the Pacific High forms a stable temperature inversion over a cool coastal layer of air, inhibiting

vertical mixing of the latter air mass. Even so, there is usually vigorous horizontal mixing in the surface layer because of the air flow produced by the Pacific High; strong northwest winds and relatively good air quality predominate at this time.

In the early fall and late spring, however, the surface winds weaken. As a consequence, the capacity for the horizontal dispersion of pollutants is limited. Since this slow-moving surface air mass is held in place vertically by the Pacific High, air pollutants which build up then are not readily dispersed. Lack of cloud cover and relatively high surface temperatures (both frequent occurrences in portions of the State east of the coastal mountain ranges) can promote photochemical pollutant formation if precursors, such as reactive organic compounds (ROG) and oxides of nitrogen (NO_x) are present.

Even though the overall inversion associated with the Pacific High weakens considerably in the winter, local inversions (caused by cooling of air close to the ground) can form in some areas (particularly sheltered valleys) during the evening and early morning hours. The combined effect of these inversions and the light winds typically experienced then creates a high potential for buildup of air pollution as well as fog.

Regulatory Context:

National Ambient Air Quality Standards (NAAQS) were established by the federal Environmental Protection Agency (EPA) for several major pollutants. These pollutants are termed "criteria" pollutants because the EPA's choice of NAAQS is supported by specific published evidence. The NAAQS are two-tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (for example, impairment of visibility, damage to vegetation and property, etc.). The NAAQS are shown in Table IV-1. The five criteria pollutants which have attracted the greatest regulatory concern nationwide are: ozone, carbon monoxide (CO), suspended particulate matter (TSP), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2).

Air Quality Problems in the San Joaquin Valley:

The causes of the violations of California and federal standards for ozone in the San Joaquin Valley are complex. Unlike many air pollutants, ozone is not emitted directly into the atmosphere, but is produced in the atmosphere by a complex series of photochemical reactions involving reactive organic compounds (ROG) and nitrogen oxides (No_x). No single source accounts for most of the ROG and No_x emissions and the many sources are spread throughout the air basin. The San Joaquin Valley's intense heat and sunlight during the summer months unfortunately are ideal for the formation of ozone. Ozone levels can vary widely at the monitoring stations, depending on location and time of year, but the highest levels are generally recorded at the more southerly of the monitoring stations. In addition to the adverse effects on human health, ozone is the pollutant primarily responsible for damage to crops and natural vegetation in California. Ozone injury to plants can occur as either acute injury (i.e., tissue death or death of the whole plant) at moderate to high concentrations (0.15 parts per million (ppm) and above for two to eight hours), or as chronic injury (i.e., reduced crop yield or impaired ecosystem

TABLE IV-1

FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	Units[1]	Standards[2] CAAQS[3]	Standards[2] NAAQS[4]
Ozone (03)	8-hour[5] 1-hour[6]	ppm ppm	 0.09	0.08 0.12
Carbon Monoxide (CO)	8-hour 1-Hour	ppm ppm	9.0 20	9.0 35
Nitrogen Dioxide (NO_2)	Annual Average 1-hour	ppm ppm	 0.25	0.053
Sulfur Dioxide ($SO_{2)}$	Annual Average 24 hours 1-hour	ppm ppm ppm	 0.04 0.25	0.03 9.14
Fine Particulate Matter (PM-2.5)[7]	Annual Average[8] 24 hours[9]	ug/m^3 ug/m^3		15 65
Respirable Particulate Matter (PM-10)	Annual 24 hours[10]	ug/m^3 ug/m^3	30[11] 50	50[12] 150 50 ug/m^3
Lead (Pb)	30 Average Calendar Quarter	ug/m^3 ug/m^3	1.5	 1.5
Sulfates $(S)_x$)	24 hour	ug/m^3	2.5	
Visibility Reducing Particulates	8 hour		[13]	
Hydrogen Sulfide (H_2S)	1-Hour	ppm	0.03	
Vinyl Chloride	24-Hour	ppm	0.010	

1 Concentration expressed in the following units: ppm = parts per million; ug/m^3 = micrograms per cubic meter
2 Only the primary standards are established to protect the public health and are the most stringent federal standards.
3 California standards for ozone, CO, SO_2 1 hour), NO_2 and PM-10 are not to be exceeded.
4 National standards (other than ozone, PM and those based on annual averages or annual arithmetic means) are not to be exceeded more than once per year.
5 The 8 hour standard is presented here for informational purposes only. The standard is established but implementation criteria are still to be determined.
6 The federal 1-hour standard will be attained when the 4th highest (daily maximum) 1-hour average per year, averaged over three years, is equal to or less than the standard. Once attained, the standard will no longer be in effect.
7 The PM - 2.5 standards is presented here for information purposes only. Implementation is in the data gathering phase.
8 The annual standard will be met when the 3-year average of the annual arithmetic mean PM - 2.5 concentration is less than or equal to 15 ug/m^3.
9 The 24-hour standard will be met when the 3-year average of the 98th percentile of 24-hour PM-2.5 concentration is less than or equal to 65 ug/m^3
10 The24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
11 The state PM-10 annual standard is attained when the expected annual geometric mean concentration is less than or equal to 30 ug/m^3
12 The federal PM-10 standard is attained when the expected annual arithmetic mean concentration is less than or equal to 50 ug/m^3
13 In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent.

stability) resulting from repeated exposure to ozone at low to moderate concentrations, such as 0.04 to 0.2 ppm for a few days to several months).

In contrast to ozone, carbon monoxide (CO) is a sub-regional problem in the Valley, because CO is a non-reactive pollutant with one major source, motor vehicles. Ambient CO distributions closely follow the spatial and temporal distributions of vehicular traffic, and are strongly influenced by meteorological factors such as wind speed and atmospheric stability. The one-hour and eight-hour CO standards are occasionally exceeded in the Valley's largest cities, which are subject to a combination of high traffic density and susceptibility to the occurrence of surface-based radiation inversions during the winter months.

The major sources of particulate in the Valley are agricultural operations and burning, although demolition and construction activity and the entrainment of dust by motor vehicles can be important sources in urban areas. Ambient concentrations of particulate can reach levels which reduce visibility through much of the year. The major sources of NO_x, compounds which have an important role in the formation of ozone, are vehicular, residential, and commercial fuel combustion. NO_2 is the most abundant form of ambient NO_x. The NO_2 standard has not been exceeded anywhere in the Valley over the last 18 years.

The burning of high sulfur fuel for activities such as electricity generation, petroleum refining, and industrial processes is the major source of ambient SO_2. The highest levels of sulphur dioxide are recorded by monitoring stations located around Bakersfield. The SO_2 standard is currently being met throughout the Valley.

Air quality in the south-central part of the San Joaquin Valley is monitored at a station in the City of Parlier, about five miles north of Kingsburg. Air quality conditions monitored at this station during 1998-2000 are shown in Table IV-2. Carbon monoxide levels have met all applicable standards during that period. In contrast, violations of the ozone standards have been recorded each year.

TABLE IV-2

OZONE EMISSION MONITORING DATA, PARLIER STATION, 1998-2000

Days on which violations of ambient air quality standard were recorded

Pollutant	Standard	Average Time	1998		1999		2000	
			# Days Violated	Maximum Level	# Days Violated	Maximum Level	# Days Violated	Maximum Level
Ozone	Federal	1 - Hour	13	0.164	15	0.155	17	0.165
	State	1 - Hour	64	ppm	81	ppm	81	ppm

Source: San Joaquin Valley Air Pollution Control District, *Guide for Assessing and Mitigating Air Quality Impacts*, January 10, 2002 Revision

Air Quality Planning and Control in the San Joaquin Valley:

To make all deliberate progress toward the attainment of NAAQS and the State's standards, CAAQS (California Ambient Air Quality Standards), the San Joaquin Valley Air Pollution Control District (SJVAPCD) finalized an *Air Quality Attainment Plan* (AQAP) in January 1992 (1991 Air Quality Attainment Plan, San Joaquin Valley Air Basin, SJUVAPCD, 1/31/92). It was most recently updated in 2001.

The AQAP includes all feasible emission control measures which are under the jurisdiction of the SJVAPCD to implement. However, the AQAP did not achieve the 5 percent per year reductions mentioned in the California Clean Air Act, nor did it project specific air attainment date for the ozone NAAQS/CAAQS. A regional air quality modeling system was developed subsequently and it was used to develop the *Ozone Attainment Demonstration Plan* (OADP), which was adopted in November 1994 (Ozone Attainment Demonstration Plan, SJUVAPCD, 11/14/94). The OADP predicted attainment of the ozone NAAQS by 1999, assuming the adoption of the AQAP control measures, the implementation of an enhanced motor vehicle inspection and maintenance program in the Stockton and Modesto metropolitan areas, and revised growth estimates for diesel emissions, oil production, and military bases.

The ozone plan did not achieve its goal of attainment of the federal ozone standard by 1999. The EPA has officially redesignated the San Joaquin Valley Air Basin (SJVAB) to severe non-attainment for ozone. The carbon monoxide plan demonstrated that COP attainment has already been reached. The PM-10 attainment plan sets forth the approach the District will use to attain federal standards for PM-10. Most recently (mid-2003) the SJVAPCD established stringent standards for particulates generated by farming operations that are expected to significantly reduce particulate pollution in the San Joaquin Valley.

The AQAP has implemented many "retrofit" control measures to reduce emissions from existing stationary sources and has revised New Source Review procedures to achieve no net increase in emissions from new or modified stationary sources. All new stationary sources require Best Available Control Technology (BACT) and offsets for any emissions of non-attainment pollutants. An Emission Reduction Credit Banking system has been established to facilitate offset transfers.

The AQAP has also implemented new controls on mobile sources. Indirect source (that is, a facility that generates or attracts motor vehicles) controls include:

1. Enhanced SJVAPCD review of and comment on new projects during the CEQA process.

2. Promotion of the inclusion of Air Quality Elements in city and county General Plans.

3. Development of a New and Modified Indirect Source Review Rule - This Rule would require project applicants to mitigate or offset emissions of ozone precursors from indirect sources by one or more of the following strategies:

A) Site design or location that encourages alternative transit modes and/or reduces vehicle miles traveled.

B) On-site/off-site mitigation of emissions.

C) Payment of a mitigation fee to fund emission reduction programs.

D) Air quality permit prior to construction or operation for "larger" projects.

Transportation control measures (TCMs) include:

1. Traffic Flow Improvements - Increase traffic flow speed through signal system and capacity improvements.

2. Public Transit - Increase the proportion of people who have transit service available by expanding routes, schedules, and equipment.

3. Passenger Rail and Support Facilities - Increase inter-city rail ridership and provide for multi-modal stations linking public and private transit systems.

4. Rideshare Program - Increase the use of carpools/vanpools.

5. Park and Ride Lots - Provide parking lots at strategic locations to facilitate rideshare and transit connections.

6. Bicycling Program - Accommodate the use of bicycling as an alternative to motorized transport by establishing bikeways.

7. Trip Reduction Programs - Require employers to reduce employee trips by flexible work hours, ridesharing, etc.

8. Parking Management - Remove existing spaces, reduce space requirements for new developments, and/or set aside space for carpools/vanpools.

9. Telecommunications - Reduce travel by using electronic communication systems.

10. Fleet Operator Alternative Fuels Program - Begin replacing gasoline or diesel trucks with low-emitting alternative fuel models. This would apply initially to fleet operators with more than fifty vehicles and eventually to fleet operators with more than twenty vehicles.

Sensitive Receptors:

Air quality standards are set to protect people who are most sensitive to their health effects. The term "sensitive receptor" refers to specific population groups and to land uses where they reside for long periods. The most commonly identified sensitive population groups and land uses are:

Sensitive Population Group	Sensitive Land Use Category
Children	Residences, Schools, Playgrounds and Child Care Centers
Elderly	Residences, Retirement Homes and Convalescent Homes
Acutely Ill	Hospitals and Clinics
Chronically Ill	Convalescent Homes

Thresholds of Significance

The SJVAPCD has established the following criteria for judging the significance of air quality impacts:

- **Construction impacts:** Construction impacts are considered significant if the feasible control measures for construction, in compliance with Regulation VIII as listed in the SJVAPCD Guidelines, are not incorporated or implemented.

- **Local mobile source impacts:** Local mobile source impacts would be considered significant if the project contributes to CO concentrations that exceed the State Ambient Air Quality Standard of 9.0 parts per million for 8 hours or 20 ppm for 1 hour.

- **Regional (operational) impacts:** Regional (operational) impacts would be considered significant if the project generates emissions of ROG and NO_x that exceed 10 tons per year.

Project air quality impacts comprise two categories: temporary impacts due to project construction and long-term impacts due to project operation.

Project Impacts

Total emissions are products of all criteria pollutants from motor vehicle trips generated by the project. Calculations include estimates of average trip length, trip generation rates, emissions per mile based on speed and year of concern, plus a correctional factor for cold and hot engine starts. At full development, the project proposals are expected to generate new vehicle trips per day in addition to the projection of total emissions expected for full development under policies of the General Plan. The estimated tons per year of additional emissions for criteria pollutants are shown in Table IV-3.

TABLE IV-3

PROJECTED EMISSIONS ASSOCIATED WITH THE PROJECT
(Tons per year)

SOURCES	**Emissions Generated in tons per year** (Emission projections from application of the URBEMIS7G computer model) ROG	NO_x	PM_{10}
Long-Term Horizon 2025			
Area Source	19.96	8.43	0.01
Mobile Source	73.27	138.66	5.33
Total	92.23	147.09	5.34
SJVAPCD Thresholds	**10.00**	**10.00**	

Area source emissions associated with landscaping, natural gas and consumer products were estimated based on default model settings. Mobile source emissions were estimated based on default model settings, trip generation rates, correction for pass-by trips, double counting reduction for internal trips, pedestrian and bike effectiveness factors of 0.5, and the percentage trip reductions resulting from proposed pedestrian and bicycle enhancing infrastructure by 2025.

The results of modeling indicate that threshold levels of emission would be exceeded at project build-out for ROG (area and mobile sources) and NO_x (mobile sources). However, it needs to be emphasized that these annual emissions will increase very slowly based on the City's growth management program that will distribute annual housing growth in a balanced fashion throughout the three growth quadrants of the City.

It is also important to note that the emission projections consider all of the housing within the boundaries of the North Kingsburg Specific Plan. This includes a substantial number of units still to be constructed within the area of the existing General Plan along the north side of and south of Kamm Avenue as well as new residential acreage to be added by General Plan amendment north of Kamm Avenue to the line of Caruthers Avenue. By including substantial acreage already included in the General Plan as well as new acreage, a more realistic view of air quality impacts at buildout is provided while also updating air quality analysis provided in the General Plan EIR in 1992.

The assumption used in 1992 that no more than 50 percent of the acreage shown for industrial use along the Golden State Boulevard Corridor will actually develop during the planning horizon of the NK Specific Plan remains valid for purposes of this EIR. Even this percentage is ambitious as a target for industrial development based on the limited industrial expansion that has taken place since 1992.

Impact 4-2-1: While Project emissions exceed threshold levels for all pollutants except PM10, anticipated effects of project emissions in the Kingsburg area and the South San Joaquin Valley will in themselves be insignificant. On a cumulative basis, however, they will add to an already serious problem under existing and projected conditions of emissions within the San Joaquin Valley Air Basin. The region will continue to experience fairly high episode days of ozone dosage above the State's one hour standard of 0.09 ppm, an impact that is **potentially significant.** Overall effects will be reduced somewhat by the extent to which control equipment on mobile sources improves, and the extent to which traffic movement is facilitated by the avoidance of congestion through street improvements recommended in this EIR and by the reduction of commuting by the addition of local jobs. Another mitigating factor will be the substantial reduction in commuting distances for home to work for Kingsburg residents as the result of new employment opportunities within North Kingsburg. The traffic model used by the Fresno County Council of Government estimates that 45 percent of commute traffic will remain local because of growth in local employment opportunities.

Impact 4-2-2: Violations of Carbon Monoxide standards at heavily traveled intersections within the City are not expected if mitigation measures to increase roadway capacity along the arterial street system and freeway on-ramps at Kamm/Bethel Avenues and Mountain View Avenues are applied as recommended by the Kingsburg General Plan and this EIR. Therefore, this impact is **less than significant**.

Regional and Local Construction Impacts:

Impact 4-2-3: Under a worst-case condition, construction activities would generate temporary increases in TSP (total suspended particulate) within and near the Project proposals, depending on wind direction and velocity, making the impact **potentially significant**. Equipment will generate dust during site clearing, excavation and grading, and through construction vehicle dust generated on un-paved surfaces. Wind passing over disturbed soils will also produce fugitive dust.

Impact 4-2-4: Based on field measurement of suspended dust emission from apartment and shopping center construction, an approximate emission factor of 1.2 tons per acre of construction per month of activity is assumed (US EPA, *Compilation of Air Pollutant Emission Factors,* AP-42, Third Edition, October, 1980). This value applies to construction operations of medium activity levels, moderate silt content and semi-arid climatic conditions. About 45 percent of these values are large diameter particles which are of concern as a soiling nuisance rather than for their adverse health effects. The remaining 55 percent could aggravate respiratory problems of workers and nearby residents. It is quite possible that State 24 hour average particulate standards could be violated without regular means being employed by construction contractors and monitored by the City and/or Air Pollution Control District in order to prevent adverse conditions even for short periods of time. Also, adverse impacts of windborne particulate can occur at levels of concentration considerably lower than those that exist under State

and Federal minimum standards. In the event of such possibility, mitigation measures should seek to prevent as much off-site impact of windborne particulate as reasonably may be possible. This impact is **potentially significant**.

Construction worker commute vehicles may also emit exhausts which will contribute to increases in local and regional pollutant concentrations. However, such increases would not be significant and will not cause violations of established air quality standards.

Mitigation Measures

MM 4-2-1, Short-Term Construction Impacts: In accordance with SJVAPCD Guidelines, 2002, the following mitigation measures shall be incorporated and implemented during construction activities:

1. All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, tarp or other suitable cover, or vegetative ground cover.

2. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.

3. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by pre-soaking.

4. With the demolition of buildings, all exterior surfaces of the building shall be wetted during demolition.

5. When materials are transported off-site, all material shall be covered or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

6. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) Use of blower devices is expressly forbidden.

7. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

8. Trackout shall be immediately removed at the end of each workday when it extends 50 or more feet from the site.

9. Traffic speed on unpaved roads is limited to 15 mph.

10. Sandbags or other erosion control measures shall be used to prevent silt runoff to public roadways from sites with a slope greater than one percent.

11. Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.

12. Install wind breaks at windward sides of construction areas.

13. Suspend excavation and grading activity when winds exceed 15 mph. Regardless of wind speed, an owner/operator must comply with Regulation VIII's 20 percent opacity limitation.

14. Limit area subject to excavation, grading and other construction activity at any one time.

15. On-site equipment shall be maintained and properly tuned in accordance with manufacturers' specifications.

16. When not in use, on-site equipment shall not be left idling.

MM 4-2-2, Long-Term Regional Impact: In accordance with SJVAPCD Guidelines, 2002, the following mitigation shall be incorporated and implemented during operation:

1. Provide bus turnouts at appropriate intervals on sections of the arterial street system.

2. Provide park-and-ride lots and/or satellite telecommuting centers.

3. Provide pedestrian enhancing infrastructure that includes sidewalks and pedestrian paths, direct pedestrian connections, street trees to shade sidewalks, pedestrian safety designs and infrastructure, street furniture and artwork, street lighting, and/or pedestrian signalization and signage.

4. Provide bicycle enhancing infrastructure that includes bikeways, paths connecting to a bikeway system, secure bicycle parking at schools, parks and places of employment, and/or employee lockers and showers.

5. Implement carpool/vanpool program such as carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.

6. Provide on-site shops and services for employees, such as cafeteria, bank/automated teller machine, dry cleaners, convenience market, etc., through cooperation among multiple worksites.

7. Provide on-site child care, or contribute to off-site child care within walking distance through cooperation among multiple worksites.

8. Provide preferential parking for carpool/vanpool vehicles.

9. Encourage compressed work schedules and home-based telecommuting.

MM 4-2-3: Where feasible, provide for the integration of internal driveways between compatible residential, commercial and industrial uses to serve one or more sites.

MM 4-2-4: Provide extensive landscaping, including canopy shade street trees and parking lot canopy shade trees to increase oxygen levels and reduce effects of vehicle emissions.

MM 4-2-5, Mitigation Through Street and Highway Improvements and Traffic Controls: A number of street, highway and traffic control measures are recommended later in Part IV which will have the positive effects necessary to reduce vehicle-generated pollutant emissions. Of most importance are those measures which will increase traffic capacity and flow and levels of service along Arterial and Collector streets, at intersections at and near the Project site, and at freeway interchange ramps.

MM 4-2-6, Mitigation Through Residential and Commercial Building Construction: Ozone precursor emissions from stationary sources on the site can be reduced by implementing the following measures:

1. Encourage installation of low-emitting, EPA-certified fireplace inserts and/or wood stoves or natural gas fireplaces.

2. Encourage limiting residences to one wood burning appliance which meets EPA Phase II emission standards, or a more current standard, if applicable.

3. Provision of natural gas lines or electric outlets to backyards to encourage use of natural gas or electric barbecues.

4. Provision of low NO_x-emitting and/or high efficiency water heaters.

5. Provision of outdoor electric outlets for leaf blowers and lawn mowers.

6. Provision of electric outlets for recharging electric vehicles in garages.

7. Installation of energy-efficient, low-NO_x heating/cooling systems.

8. Installation of energy-efficient lighting.

9. Any on-site commercial or industrial use, including internal combustion engines of greater than 50 bph, which may emit significant quantities of criteria or toxic pollutants, shall operate under SJVAPCD permit.

Effect of Mitigation Measures

Considering the magnitude of the project's air pollutant emissions, the implementation of mobile and stationary source reduction measures as listed above will not be sufficient to reduce Project emissions to levels of insignificance. However, with the exception of cumulative impacts on the regional air basin, the application of the above listed measures will reduce all other impacts to less than significant levels. For purposes of 'worst case' analysis, no presumptions have been made that improvements in either mobile or stationary source air quality emission control technology will emerge over the life of the Project to significantly reduce regional air quality impacts to acceptable levels.

4-3 CIRCULATION AND TRAFFIC

INTRODUCTION

This section has been written to comply with the California Department of Transportation (CalTrans) District 6 "Guide for Traffic Impact Studies", and the City of Kingsburg's requirements for traffic analyses.

I. EXISTING CONDITIONS

This section describes the traffic circulation system currently serving the project area and its existing operation. Analysis methodologies are presented along with any planned circulation system improvements.

A. ROADWAYS

Regional access to the Kingsburg area is provided by the State Route (SR) 99 freeway while sub-regional access is provided by State Route 201 (Sierra Street); Mendocino Avenue (18th Avenue in Kingsburg); Academy Avenue (10th Avenue in Kingsburg); Bethel Avenue; Mountain View Avenue (County Route J40); and Golden State Boulevard (Simpson Street within Kingsburg). Local access within Kingsburg is provided by Kamm Avenue, Stroud Avenue and Madsen Avenue (See Figure IV-2). Each roadway is briefly described below while approach lanes and control at major intersections are presented in Figures IV-3 and IV-4.

The SR 99 freeway extends in a general northwest-southeast direction through the San Joaquin and Sacramento Valleys. In the Kingsburg area it has four travel lanes and interchanges with Mountain View Avenue, Bethel Avenue, Sierra Street (SR 201) in central Kingsburg, and Mendocino/18th Avenue at the south end of Kingsburg. All off-ramps at the Mountain View Avenue, Bethel Avenue and Mendocino Avenue interchanges are stop sign controlled, while those at Sierra Street are signal controlled.

Sierra Street (SR 201) has two travel lanes the majority of its length through Kingsburg, with four travel lanes being provided in the vicinity of its interchange with the SR 99 freeway. It has signalized intersections with 6th Avenue, 10th Avenue, 18th Avenue, Simpson Street and the SR 99 northbound and southbound ramps. On-street parking is prohibited along many sections of the street. It is designated an arterial in the City's General Plan.

Golden State Boulevard (the former SR 99) is a four-lane divided facility running parallel to and just east of SR 99 from Kingsburg north to Fresno. Within central Kingsburg the roadway narrows to two travel lanes. The roadway is named Simpson Street within Kingsburg city limits. Golden State Boulevard is designated a "super arterial" in both the County's General Plan and in the City's General Plan.

Mountain View Avenue (Fresno County Route J40) is an arterial roadway extending more than 15 miles east and west of its interchange with the SR 99 freeway. It has two travel lanes its entire length with the exception of a mile-long segment of four-lane roadway to the east of (and including) its intersection with Golden State Boulevard. Mountain View Avenue's only signalized intersections are at Golden State Boulevard and Mendocino Avenue. It has a two-lane overpass of the SR 99 freeway and four separate intersections with the freeway on and off-ramps.

Mendocino Avenue is a two-lane arterial roadway in the County extending about 10 miles north of Kingsburg. Within the City it is designated 18th Avenue, an arterial roadway.

Academy Avenue is a two-lane collector roadway in the County extending more than 25 miles north of Kingsburg to the City of Sanger. Within Kingsburg it is designated 10th Avenue, an arterial roadway.

Bethel Avenue is a two-lane arterial roadway in the County extending north of Kingsburg to the City of Sanger.

Kamm Avenue and Stroud Avenue are two-lane arterial roadways extending in a general east-west direction through Kingsburg. Neither have any signalized intersections.

Madsen Avenue is a two-lane arterial roadway extending in a north-south direction through the east side of Kingsburg.

B. VOLUMES

Weekday AM peak period (7-9 AM) and PM peak period (4-6 PM) traffic counts were conducted for this study in October 2002 at up to 25 intersections within or in close proximity to the City of Kingsburg. Both AM and PM counts were conducted at the 15 state highway intersections evaluated along SR 201 or at the SR 99 freeway ramp intersections with Bethel Avenue and Mountain View Avenue, while PM peak period counts only were also conducted at 10 additional intersections within Kingsburg or in Fresno County along Kamm, Mountain View and Stroud Avenues.

Peak hours varied somewhat by corridor, but in general the AM peak hour in Kingsburg was 7:30 to 8:30, while the PM peak hour was 4:30 to 5:30. AM peak hour volumes within Kingsburg receive a major influence from traffic associated with local school activity. Existing AM peak hour surface street volumes are presented in Figures IV-5 and IV-6 while existing PM peak hour surface street volumes are presented in Figures IV-7 and IV-8**.** SR 99 year 2001 peak hour freeway volumes were obtained from CalTrans and, for evaluation purposes, have been assumed representative of PM peak hour conditions with a 60/40 directional split. Year 2001 volumes have then been factored to reflect year 2002 conditions using a 2 percent growth rate. The 2 percent growth rate is based upon the historical increase in traffic along SR 99 between 1999 and 2001 (see Tables IV-4 and IV-5).

A comparison was made along SR 201 in Kingsburg between the October 2002 counts and those reported by CalTrans in its yearly summary of peak hour and daily traffic volumes on state highways (*Year 2001 Traffic Volumes on California State Highways*, CalTrans). Overall, the October 2002 PM peak hour counts were about 8 percent lower than those reported by CalTrans in several areas, indicating a possible seasonal peaking in volumes reflected by the CalTrans counts. The October 2002 PM peak hour counts conducted for this study along SR 201 as well as Mountain View Avenue and Mendocino Avenue were factored upwards to reflect peak seasonal conditions.

C. INTERSECTION OPERATION

1. Analysis Methodology

Signalized Intersections - Intersections, rather than roadway segments between intersections, are almost always the capacity-controlling components of any circulation system. Signalized intersection operation is graded based upon two different scales. The first scale employs a grading system called Level of Service (LOS) which ranges from Level A, indicating uncongested flow and minimum delay to drivers, down to Level F, indicating significant congestion and delay on most or all intersection approaches. The Level of Service scale is also associated with control delay tabulation (year 2000 Transportation Research Board (TRB) Highway Capacity Manual (HCM) operations method) at each intersection. The control delay designation allows a more detailed examination of the impacts of a particular project. Due to the existing coordination of signalized operation along Sierra Street at and in the vicinity of its interchange with the SR 99 freeway, corridor evaluation was conducted using the Synchro

software program which calculates intersection level of service for a series of interconnected signalized intersections using the year 2000 HCM methodology. Greater detail regarding the LOS/control delay relationship is provided in the Appendix.

Unsignalized Intersections - Unsignalized intersection operation is also typically graded using the Level of Service A through F scale. LOS ratings for all-way stop intersections are determined using a methodology outlined in the year 2000 TRB Highway Capacity Manual. Under this methodology, all-way stop intersections receive one LOS designation reflecting operation of the entire intersection. Average control delay values are also calculated. Intersections with only side streets stop sign controlled (two-way stop control) are also evaluated using the LOS and average control delay scales using a methodology outlined in the year 2000 TRB Highway Capacity Manual. However, unlike signalized or all-way stop analysis where the LOS and control delay designations only pertain to the entire intersection, in side street stop sign control analysis LOS and delay designations are computed for only the stop sign controlled approaches or individual turn and through movements. The Appendix provides greater detail about unsignalized analysis methodologies.

2. Acceptable Operating Standards

City of Kingsburg - LOS C is the minimum acceptable operation for signalized, all-way-stop and side street stop sign controlled intersections. However, at side street stop sign controlled intersections, LOS D operation is acceptable for stop sign controlled movements or approaches with 30 or less vehicles per hour.

CalTrans - LOS C is the minimum acceptable operation for signalized, all-way-stop and stop sign controlled intersections. However, for side street stop sign controlled intersections, LOS D operation is acceptable for stop sign controlled movements or approaches with 30 or less vehicles per hour.

Fresno County - LOS C is the minimum acceptable operation for signalized and unsignalized intersections.

The County may, in programming capacity-increasing projects, allow exceptions to the level of service standards in this policy where it finds that the improvements or other measures required to achieve the LOS policy are unacceptable based on established criteria. In addition to consideration of the total overall needs of the roadway system, the County considers the following factors:

a. The right-of-way needs and the physical impacts on surrounding properties;

b. Construction and right-of-way acquisition costs;

c. The number of hours that the roadway would operate at conditions below the standard;

d. The ability of the required improvement to significantly reduce delay and improve traffic operations; and

e. Environmental impacts upon which the County may base findings to allow exceeding of the standards.

In no case does the County plan for worse than LOS D on rural County roadways, worse than LOS E on urban roadways within the spheres of influences of the cities of Fresno and Clovis, or in cooperation with CalTrans and the Council of Fresno County Governments, plan for worse than LOS E on state highways in the county.

3. Existing Operating Conditions

a. AM Peak Hour - Table IV-6 shows that currently, all analyzed intersections are operating at acceptable levels of service during the AM peak hour with the following exception:

Sierra Street (SR 201)/Draper Street - LOS E: northbound Draper Street, stop sign controlled, left turn movement to westbound Sierra Street.

b. PM Peak Hour - Table IV-7 shows that currently, all analyzed intersections are operating at acceptable levels of service during the PM peak hour with the following exception:

Mountain View Avenue/SR 99 Southbound off-Ramp - LOS E: southbound off-ramp, stop sign controlled, combined through-left turn movement.

D. INTERSECTION SIGNALIZATION REQUIREMENTS

1. Methodology

Traffic signals are used to provide an orderly flow of traffic through an intersection. Many times they are needed to offer side street traffic an opportunity to access a major road where high volumes and/or high vehicle speeds block crossing or turn movements. They do not, however, increase the capacity of an intersection (that is, increase the overall intersection's ability to accommodate additional vehicles) and, in fact, often slightly reduce the number of total vehicles that can pass through an intersection in a given period of time. Signals can also cause an increase in traffic accidents if installed at inappropriate locations.

There are 11 possible tests for determining whether a traffic signal should be considered for installation. These tests, called "warrants," consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. Usually, two or more warrants must be met before a signal is installed. In this report, the test for Peak Hour Volumes (Warrant 11) has been applied. When Warrant 11 is met there is a strong indication that a detailed signal warrant analysis covering all possible warrants is appropriate. These rigorous

analyses are described in Chapter 9 of the CalTrans Traffic Manual while Warrant 11 is presented in the Appendix of this report.

It is possible that an unsignalized intersection will not meet signal warrants, but will have one or more movements that experience LOS F operations. Level of service F can be indicated for a very low volume of vehicles at a stop sign. Although these stopped vehicles may experience long delays of one minute or more, there would not be an overall benefit if the higher numbers of vehicles on the major street are stopped in favor of the few vehicles on the minor street. The signal warrant considers a balance between major street and minor street delays, and may indicate that there is overall benefit if drivers for some turn movements from the minor street continue to experience long (LOS E or F) delays.

2. Existing Signalization Needs

Table IV-8 shows that currently, the following unsignalized intersection has volumes exceeding peak hour signal warrant criteria levels.

Mountain View Avenue/SR 99 Southbound Off-Ramp: PM peak hour.

E. FREEWAY OPERATION

1. Methodology

Freeway operation has been evaluated based upon methodology contained in the year 2000 TRB Highway Capacity Manual. Operating conditions are reported as a LOS, vehicle speed and density of traffic per lane, and are based upon number of lanes, volumes, percent trucks, percent recreational vehicles and terrain.

2. Acceptable Operating Standard

LOS C is the minimum acceptable freeway operation.

3. Existing Operation Conditions

Tables IV-4 and IV-5 shows that all segments of the SR 99 freeway in the Kingsburg area are currently operating at acceptable levels of service during the PM peak traffic hour with one exception. Southbound SR 99 to the north of the Mountain View interchange is operating at an unacceptable LOS D. Operation should improve to acceptable levels, however, with the planned widening of SR 99 from four to six lanes in the Kingsburg area by 2006.

F. TRANSIT

There is currently no fixed route bus service within Kingsburg. Dial-a-ride service is available on a first come/first served basis. Limited commute period bus service is provided from downtown Kingsburg to/from Fresno every weekday.

G. PLANNED CIRCULATION SYSTEM IMPROVEMENTS

1. CalTrans (Source: Peter Blied, Transportation Planner, CalTrans District 6; personal communication, October 22, 2002):

a. The SR 99 freeway will be widened from four up to six lanes through the Kingsburg area north to the existing six-lane freeway section in northwest Selma. This project could start as early as 2005, with completion scheduled by 2008. There may potentially be some modifications to the Mendocino/-18th Avenue interchange as part of this project.

b. The Sierra Street (SR 201)/18th Avenue, 18th Avenue/Draper Street and Sierra Street/Draper Street intersections will be reconfigured to eliminate the southbound right turn movement from 18th Avenue to Sierra Street that currently uses the segment of Draper Street extending north of Sierra Street. All southbound left turns will take place at the signalized 18th Avenue/Sierra Street intersection. As part of this project, exclusive left turn lanes will be provided on both 18th Avenue intersection approaches while exclusive right turn lanes will be provided in the southbound 18th Avenue approach and the westbound Sierra Street approach.

c. The left turn lane on the westbound Sierra Street (SR 201) approach to Simpson Avenue will be lengthened (an unknown length at this point). Currently, there is no construction date. (Source: Tod George, CalTrans District 6; personal communication, December 30, 2002.)

2. City of Kingsburg (Terry Schmal, Kingsburg Planning & Development Director; personal communication, October 24, 2002): No major circulation system improvements are currently planned, other than half street widening adjacent to new subdivisions.

3. Fresno County (Stan Nakagawa, Fresno County Public Works Department, December 10, 2002 memo): Mountain View Avenue will be widened to provide two lanes in each direction separated by a raised median between Bethel Avenue and Smith Avenue. The construction time schedule is currently being revised in the County's update of its Road Improvement Program (RIP). Improvements will be in place by 2025.

H. YEAR 2025 GENERAL PLAN BUILDOUT (WITHOUT PROJECT) CONDITIONS

1. Traffic Volumes

Year 2025 AM and PM Kingsburg General Plan Buildout (without project) peak hour traffic projections for the major streets and the SR 99 freeway in the Kingsburg area have been developed by the Council of Fresno County Governments (Fresno COG) through use of its countywide traffic model. Model results provide information to turn movement level of detail at the SR 99 interchange ramp intersections and link level of detail for the Kingsburg surface streets. An initial set of 2025 volume adjustments was first made based upon review of existing volume levels (based upon counts) in relation to the traffic model's existing condition calibration run. A second set of adjustments was then projected for all analysis intersections within Kingsburg based upon existing turn movement patterns and knowledge of growth areas expected within Kingsburg by 2025. Resultant year 2025 Kingsburg General Plan buildout AM peak hour volumes are presented in Figures IV-9 and IV-10, while 2025 General Plan PM peak hour volumes are presented in Figures IV-11 and IV-12.

2. Projected Improvements

Based upon input from Fresno COG and City of Kingsburg staff, improvements listed in Setting Section I were projected to be in place by 2025 for evaluation of the local circulation system. In addition, the following improvements were also projected to be in place.

a. Academy Avenue widened by the County of Fresno to four lanes north of Mountain View Avenue.

b. Academy Avenue (10^{th} Street) widened to four lanes between Kamm Avenue and Sierra Street.

c. Mountain View Avenue/Academy Avenue intersection: signalized and left turn lanes provided on all approaches.

d. All major intersections within Kingsburg along Stroud and Kamm: all-way-stop control.

e. Mountain View Avenue/SR 99 Southbound off-ramp intersection: Provision of all-way-stop control.

Figures IV-13 and IV-14 present expected year 2025 General Plan intersection geometrics and control used for analysis purposes.

3. Intersection Level of Service

Table IV-6 shows that by 2025 with General Plan development, during the AM peak hour all intersections would operate at acceptable levels of service with the following exception.

a. Sierra Street (SR 201)/Draper Street: Northbound stop sign controlled left turn from Draper Street to westbound Sierra Street - LOS F operation.

Table IV-7 shows that by 2025 with General Plan development, during the PM peak hour all intersections would operate at acceptable levels of service with the following exceptions.

a. Mountain View Avenue/SR 99 Southbound Off-Ramp: All-way-stop control–LOS F operation.

b. Mountain View Avenue/SR 99 Northbound Off-Ramp: Northbound off-ramp stop sign controlled approach–LOS E operation.

c. Sierra Street (SR 201)/Draper Street: Northbound stop sign controlled left turn from Draper Street to westbound Sierra Street–LOS E operation.

4. Intersection Signal Warrants

Table IV-8 shows that the following unsignalized intersections would have 2025 General Plan (without project) volumes exceeding CalTrans peak hour signal (Warrant 11) criteria levels.

a. Mountain View Avenue/SR 99 Southbound Off-Ramp: AM and PM peak hour.

b. Mountain View Avenue/SR 99 Northbound Off-Ramp: AM and PM peak hour.

5. Freeway Operation

Tables IV-4 and IV-5 show that by 2025 with General Plan buildout, all segments of a six-lane SR 99 freeway in the Kingsburg area would be operating at acceptable levels of service with the following exception.

a. PM Peak Hour - Northbound SR 99: North of Mountain View Avenue - LOS D operation.

6. Year 2025 General Plan (Without Project) Recommended Improvements (see Table 6)

a. Mountain View Avenue/SR 99 Southbound Off-Ramp/Frontage Road Intersection

- Signalize intersection when warranted.

- Provide a left turn lane on the westbound Mountain View Avenue intersection approach.

  Resultant Operation:
  AM Peak Hour: LOS C - 20.3 seconds vehicle delay
  PM Peak Hour: LOS C - 24.9 seconds vehicle delay

b) Mountain View Avenue/SR 99 Northbound Off-Ramp Intersection

- Signalize intersection when warranted.
- Relocate the Northbound On-Ramp to intersect Mountain View Avenue at the same location.
- Provide a left turn lane on the eastbound Mountain View Avenue approach to the relocated Northbound On-Ramp.

  Resultant Operation:
  AM Peak Hour: LOS A - 8.8 seconds vehicle delay
  PM Peak Hour: LOS A - 9.3 seconds vehicle delay

c) Sierra Street/Draper Street Intersection

- Prohibit left turns on the northbound Draper Street approach to Sierra Street in conjunction with informational signing about the turn prohibition farther south on Draper Street.

–Or–

- Prohibit left turns on the northbound Draper Street approach to Sierra Street during the AM and PM commute periods in conjunction with informational signing about the turn prohibition farther south on Draper Street.

–Or–

- Provide signing along Draper Street informing drivers of alternative routes to access Sierra Street near 10th Street.

II. IMPACTS

The proposed project would be expected to fully develop by the year 2025, at the earliest.

A. THRESHOLDS OF SIGNIFICANCE

A project impact is considered significant if:

1. Intersections (Signalized or Unsignalized)

a. Acceptable LOS A, B or C operation is degraded to LOS D operation or poorer; or, at a side street stop sign controlled intersection, the side street stop sign controlled approach or unacceptable movement is degraded from LOS D to LOS E operation or poorer with 30 or less vehicles in an hour.

b. Preexisting unacceptable Base Case operation is impacted as follows:

LOS D – a 2 percent or greater increase in traffic through the intersection due to the project
LOS E – a 1 percent or greater increase in traffic through the intersection due to the project
LOS F – a one-half of one percent or greater increase in traffic through the intersection due to the project

c. Volumes at an unsignalized intersection are increased to meet or exceed peak hour signal warrant criteria levels.

d. If Base Case (without project) volumes already exceed peak hour signal warrant criteria levels, volumes are increased by the following amounts assuming the following operation of stop sign controlled movements.

LOS D – a 2 percent or greater increase in traffic through the intersection due to the project.
LOS E – a 1 percent or greater increase in traffic through the intersection due to the project.
LOS F – a one-half of one percent or greater increase in traffic through the intersection due to the project.

2. Freeway Segments

a. Acceptable LOS A, B or C operation is degraded to LOS D operation or poorer.

b. Preexisting unacceptable Base Case operation is impacted as follows:

LOS D – a 2 percent or greater increase in traffic on the freeway segment due to the project.
LOS E – a 1 percent or greater increase in traffic on the freeway segment due to the project.
LOS F – a one-half of one percent or greater increase in traffic on the freeway segment due to the project.

3. Safety

a. If, in the opinion of the registered engineer conducting the study, a significant safety or operational impact would result due to increased traffic levels.

B. PROJECTED VOLUMES

Year 2025 General Plan With Project volumes have been developed by the Fresno COG using its countywide traffic model. Localized AM and PM peak hour traffic projections, to a turn movement level of detail, have been developed in a manner previously described for 2025 Kingsburg General Plan Buildout (without project) volumes. Projections take into account traffic expected due to the project's 2,125 new residential units (1,851 single family and 274 multi-family units) as well as about 450 new retail employees, 60 new school employees and 13,120 new service or other employees. Resultant year 2025 Kingsburg General Plan With Project buildout AM peak hour volumes are presented in Figures IV-15 and IV-16, while PM peak hour General Plan With Project volumes are presented in Figures IV-17 and IV-18.

C. ROADWAY IMPROVEMENTS INCLUDED AS PART OF THE PROJECT

Kingsburg Planning staff has indicated that the following roadway improvements would be constructed as part of the proposed project.

a. Academy (10^{th}) Avenue: Widened to four lanes between Mountain View Avenue and Kamm Avenue.

b. Kamm Avenue: Widened to four lanes between Bethel Avenue and Academy (10^{th}) Avenue.

c. Bethel Avenue: Widened to four lanes between Mountain View Avenue and Golden State Boulevard.

d. Caruthers Avenue: Completed between Bethel Avenue and Madsen Avenue - two lanes in all locations except for the first half mile east of Bethel Avenue, where it would be four lanes.

Figures IV-19 and IV-20 present projected year 2025 General Plan With Project intersection geometrics and control used for analysis purposes.

Impact 4-3-1, Intersection Operation: The addition of project traffic would result in unacceptable levels of service or would increase volumes to meet or exceed peak hour signal warrant criteria levels at the following locations (see Tables IV-6, IV-7 and IV-8).

a) Mountain View Avenue/SR 99 Southbound Off-Ramp

- AM Peak Hour - All-way-stop operation would change from LOS B to LOS F and volumes would increase more than 0.5 percent at a location where Base Case volumes would already meet peak hour signal warrant criteria levels.

- PM Peak Hour - Volumes would increase by more than 0.5 percent at a location with Base Case LOS F all-way-stop operation and Base Case volumes already meeting peak hour signal warrant criteria levels.

b) Mountain View Avenue/SR 99 Northbound Off-Ramp

- AM Peak Hour - Operation of the stop sign controlled off-ramp left turn would change from LOS C to LOS F and volumes would increase by more than 0.5 percent at a location where Base Case volumes would already meet peak hour signal warrant criteria levels.

- PM Peak Hour - Volumes would increase by more than 1 percent at a location with Base Case LOS E operation of the stop sign controlled off-ramp left turn and Base Case volumes already meeting peak hour signal warrant criteria levels.

c) Bethel Avenue/SR 99 Southbound On-Ramp/frontage road

- AM Peak Hour - Volumes would increase to meet peak hour signal warrant criteria levels.

- PM Peak Hour - All-way-stop operation would change from LOS A to LOS F and volumes would increase to meet peak hour signal warrant criteria levels.

d) Bethel Avenue/SR 99 Northbound Off-Ramp

- AM Peak Hour - Operation of the stop sign controlled northbound off-ramp would change from LOS B to LOS F and volumes would increase to meet peak hour signal warrant criteria levels.

e) Bethel Avenue/Golden State Boulevard

- PM Peak Hour - All-way-stop operation would change from LOS C to LOS F and volumes would increase to meet peak hour signal warrant criteria levels.

f) Sierra Street (SR 201)/Draper Street

- AM Peak Hour - Volumes would increase by more than 0.5 percent at a location that would have Base Case LOS F operation for the stop sign controlled Draper Street left turn.

- PM Peak Hour - Volumes would increase by more than 1 percent at a location that would have Base Case LOS E operation for the stop sign controlled Draper Street left turn and volumes would increase to meet peak hour signal warrant criteria levels.

g) Kamm Avenue/Bethel Avenue

- PM Peak Hour - All-way-stop operation would change to LOS F and volumes would increase to meet peak hour signal warrant criteria levels.

h) Kamm Avenue/Academy (10^{th}) Avenue

- PM Peak Hour - All-way-stop operation would change from LOS B to LOS D and volumes would increase to meet peak hour signal warrant criteria levels.

i) Kamm Avenue/Mendocino (18^{th}) Avenue

- PM Peak Hour - All-way-stop operation would change from LOS B to LOS D and volumes would increase to meet peak hour signal warrant criteria levels.

j) Stroud Street/18th Avenue

- PM Peak Hour - All-way-stop operation would change from LOS D to LOS F and volumes would change to meet peak hour signal warrant criteria levels.

k) Stroud Street /Golden State Boulevard

- PM Peak Hour - Volumes would increase to meet peak hour signal warrant criteria levels. However, all-way-stop operation would be an acceptable LOS C.

l) Stroud Street /10th Avenue

- PM Peak Hour - Volumes would increase to meet peak hour signal

warrant criteria levels. However, all-way-stop operation would be an acceptable LOS C.

Impact 4-3-2, Freeway Operation: Tables IV-4 and IV-5 show that the addition of project traffic would produce unacceptable operation to the following segments of the SR 99 freeway.

a) SR 99 Just North of Mountain View Avenue

- AM Peak Hour - Southbound operation would change from LOS C to LOS D.
- PM Peak Hour - Northbound volumes would increase by more than 2 percent with Base Case LOS D operation.

b) SR 99 Between Mountain View Avenue and Kamm Avenue-Bethel Avenue Interchanges

- PM Peak Hour - Northbound volumes would increase by more than 2 percent with Base Case LOS D operation.

c) SR 99 between Kamm Avenue-Bethel Avenue and Sierra Street Interchanges

- PM Peak Hour - Northbound Base Case operation would change from an unacceptable LOS D to an acceptable LOS C. This is a beneficial significant impact. The large number of jobs proposed for the project site would reduce peak directional traffic on SR 99 within and south of Kingsburg.

Impact 4-3-3, Intersection Spacing and Turn Lanes: There are two locations along Bethel Avenue and one location along Mountain View Avenue where the existing close spacing of major intersections and the lack of turn lanes combined with the projected volume increases due to the project could result in significantly degraded operation and safety concerns in the immediate area and/or vehicle queues extending from one intersection through an adjacent intersection.

a) Bethel Avenue (from Kamm Avenue to Golden State Boulevard): The 180-foot distance of Bethel Avenue between these two intersections has an at-grade crossing of the Union Pacific Railroad. With all-way-stop control of both intersections as part of the project (or with signalization of both locations as part of project mitigation), it is extremely likely that even with Bethel Avenue widened to four lanes, vehicle queues will extend from one intersection (across the railroad) through the adjacent intersection during peak traffic periods. Slow moving truck traffic will aggravate this situation.

b) Bethel Avenue (from the SR 99 Northbound Off-Ramp to Golden State Boulevard, Including the SR 99 Northbound On-Ramp Intersection): This 950-foot segment of Bethel Avenue includes three major intersections. No roadway widening is proposed at either of the ramp intersections as part of the project. The spacing of intersections and the lack of, at a minimum, turn lanes on various intersection approaches (in particular, a left turn lane on the Bethel Avenue northbound approach to the SR 99 Northbound on-ramp), will result in significant congestion and safety concerns for rear-end accidents.

c) Mountain View Avenue (From the SR 99 Southbound On-Ramp to the SR 99 Northbound On- and Off-Ramp Intersections): The lack of a left turn lane on the westbound Mountain View Avenue approach to the SR 99 southbound on-ramp will result in added congestion and safety concerns for rear-end accidents.

The close proximity of the northbound On- and Off-Ramp intersections will make mitigation of one difficult without including measures at the other. Also, the lack of a left turn lane on the eastbound Mountain View Avenue approach to the SR 99 Northbound On-Ramp will result in added congestion and safety concerns for rear-end accidents.

Impact 4-3-4, Access to Employment and Commercial Areas Along Golden State Boulevard, Bethel Avenue, Kamm Avenue, Stroud Avenue and Parkway Drive: There are no specific development proposals for the retail/employment centers proposed along these roadways. Provision of too many driveways or the lack of right and left turn deceleration lanes on the approaches to driveways (particularly along high speed roadways) could result in significant operational and safety concerns.

III. MITIGATION MEASURES

MM 4-3-1: Intersection Operation (See Table IV-9)

a) Mountain View Avenue/SR 99 Southbound Off-Ramp/Frontage Road: Provide a fair share contribution to those improvements already required for 2025 Base Case unacceptable operation –or- provide full improvements and receive fair share paybacks from other area developments.

- Signalize the intersection when warranted.

- Provide a left turn lane on the westbound Mountain View Avenue intersection approach and a right turn lane on the northbound frontage road approach.

  Resultant Operation:
  AM Peak Hour: LOS C - 34.6 seconds vehicle delay.
  PM Peak Hour: LOS C - 28.0 seconds vehicle delay.

b) Mountain View Avenue/SR 99 Northbound Off-Ramp: Provide a fair share contribution to those improvements already required for 2025 Base Case unacceptable operation –or– provide full improvements and receive fair share paybacks from other area developments.

- Signalize the intersection when warranted.
- Relocate the Northbound On-Ramp to intersect Mountain View Avenue at the same location.
- Provide a left turn lane on the eastbound Mountain View Avenue approach to the relocated Northbound On-Ramp.

  Resultant Operation:
  AM Peak Hour: LOS B - 11.5 seconds vehicle delay.
  PM Peak Hour: LOS B - 10.8 seconds vehicle delay.

c) Bethel Avenue/SR 99 Southbound On-Ramp/Parkway Drive

- Signalize the intersection when warranted.
- Provide left turn lanes on both Bethel Avenue intersection approaches and a right turn lane on the Parkway Drive intersection approach.

  Resultant Operation:
  AM Peak Hour: LOS B–19.8 seconds vehicle delay.
  PM Peak Hour: LOS B–19.1 seconds vehicle delay.

d) Bethel Avenue/SR 99 Northbound Off-Ramp

- Signalize the intersection when warranted.

  Resultant Operation:
  PM Peak Hour: LOS A–7.2 seconds vehicle delay.

e) Bethel Avenue/Golden State Boulevard

- Signalize the intersection when warranted.

  Resultant Operation:
  PM Peak Hour: LOS C–29.8 seconds vehicle delay.

f) Sierra Street (SR 201)/Draper Street

- Prohibit left turns on the northbound Draper Street approach to Sierra Street in conjunction with informational signing about the turn prohibition farther south on Draper Street.

–Or–

- Prohibit left turns on the northbound Draper Street approach to Sierra Street during the AM and PM commute periods in conjunction with informational signing about the turn prohibition farther south on Draper Street.

–Or–

- Provide signing along Draper Street informing drivers of alternative routes to access Sierra Street near 10th Street.

Resultant Operation of Northbound Right Turn
AM Peak Hour: LOS B–14.5 seconds vehicle delay.
PM Peak Hour: LOS C–20.1 seconds vehicle delay.

g) Kamm Avenue/Bethel Avenue

- Signalize the intersection when warranted.

Resultant Operation:
PM Peak Hour: LOS B–12.0 seconds vehicle delay

h) Kamm Avenue/Academy (10th) Avenue

- Signalize the intersection when warranted.

Resultant Operation:
PM Peak Hour: LOS C–21.1 seconds vehicle delay

i) Kamm Avenue/Mendocino (18th) Avenue

- Signalize the intersection when warranted.
- Provide a left turn lane on the westbound Kamm Avenue approach.

Resultant Operation:
PM Peak Hour: LOS B–18.9 seconds vehicle delay

j) Stroud Avenue/18th Avenue

- Signalize the intersection when warranted.
- Provide left turn lanes on both Stroud Avenue approaches and on the northbound 18th Avenue approach.

  Resultant Operation:
  PM Peak Hour: LOS B–18.3 seconds vehicle delay

k) Stroud Avenue/Golden State Boulevard

- Signalize the intersection when warranted.
- Provide (lengthen) the left turn lanes on both Golden State Boulevard intersection approaches.

  Resultant Operation:
  PM Peak Hour: LOS B–18.0 seconds vehicle delay

l) Stroud Avenue/10th Avenue

- Signalize the intersection when warranted.

  Resultant Operation:
  PM Peak Hour: LOS C–21.1 seconds vehicle delay

MM 4-3-2: Freeway Operation

a) SR 99 Just North of Mountain View Avenue

b) SR 99 Between Mountain View Avenue and Kamm Avenue-Bethel Avenue Interchanges

It is beyond the project's financial ability to add additional lanes to the SR 99 freeway. It is also unlikely that the City of Kingsburg would desire to mandate all new businesses in the City develop and maintain Transportation Demand Management (TDM) plans to reduce project trip generation or shift employment trip generation out of the peak commute hours unless all jurisdictions in the surrounding counties subjected their businesses to the same restrictions.

These Impacts remain significant and unavoidable.

MM 4-3-3, Intersection Spacing and Turn Lanes:

a) Bethel Avenue (Kamm Avenue to Golden State Boulevard)–see Figure IV-21

- Realign Kamm Avenue east of Bethel Avenue to intersect Bethel Avenue at least 500 feet (and preferably 700 feet or more) north of their existing intersection location.

–Or–

- Realign Kamm Avenue to intersect the east side of Golden State Boulevard in the same location as the existing Bethel Avenue connection to Golden State Boulevard (using the same at-grade crossing of the Union Pacific Railroad). In conjunction with this measure, realign Bethel Avenue east of Golden State Boulevard to intersect (T-into) Kamm Avenue at least 700 feet east of the Union Pacific Railroad at-grade crossing of Kamm Avenue.

b) Bethel Avenue from the SR 99 Northbound Off-Ramp to Golden State Boulevard - see Figure IV-22

- Provide a single Northbound On-Off Ramp intersection that can ultimately be signalized and have a left turn lane provided on the northbound Bethel Avenue approach. The location of this single intersection could be located at or to the east (north) of the existing northbound off-ramp intersection. The farther east the location of this intersection, the more likely that the left turn lane required on the northbound intersection approach will not require widening of the Bethel Avenue bridge across the SR 99 freeway (see Table 6). In conjunction with this improvement, maintain access into the existing mobile home park on the northwest side of Bethel Avenue via a single entrance (with turn lanes provided on the Bethel Avenue approaches to this entrance).

c) Mountain View Avenue from the SR 99 Southbound On-Ramp to the Northbound On-Off Ramp Intersection - see Figure IV-23. The proposed project should provide a fair share contribution to the following measures:

- Provide a single northbound on-off ramp intersection that can be signalized and have left and right turn lanes provided on the Mountain View Avenue approaches to the on-ramp - see Table IV-9.

- Provide a left turn lane on the westbound Mountain View Avenue approach to the southbound on-ramp.

MM 4-3-4, Access to Employment and Commercial Areas:

a. Minimize driveway access locations to project employment and commercial areas.

b. Provide right and left turn deceleration lanes on the approaches to all employment and commercial area driveways.

c. Provide continuous two-way left turn lanes in areas with high driveway concentrations –or– provide raised medians and allow right turns in/out only to driveways (with room for U-turns at signalized median breaks).

d. Minimize median breaks along Golden State Boulevard.

e. Provide properly designed left turn lanes on the Golden State Boulevard approaches to Stroud Avenue.

EFFECT OF MITIGATION MEASURES

With the exception of Impact 4-2-2, the above Project-related measures will mitigate all impacts with circulation and traffic by providing for adequate levels of service (LOS) on City streets and freeway interchange ramps under City and CalTrans standard, assure traffic safety, and provide for improvements to streets, intersections and freeway ramps when they are needed. The recommended mitigation will reduce all impacts of Project-related traffic to acceptable levels.

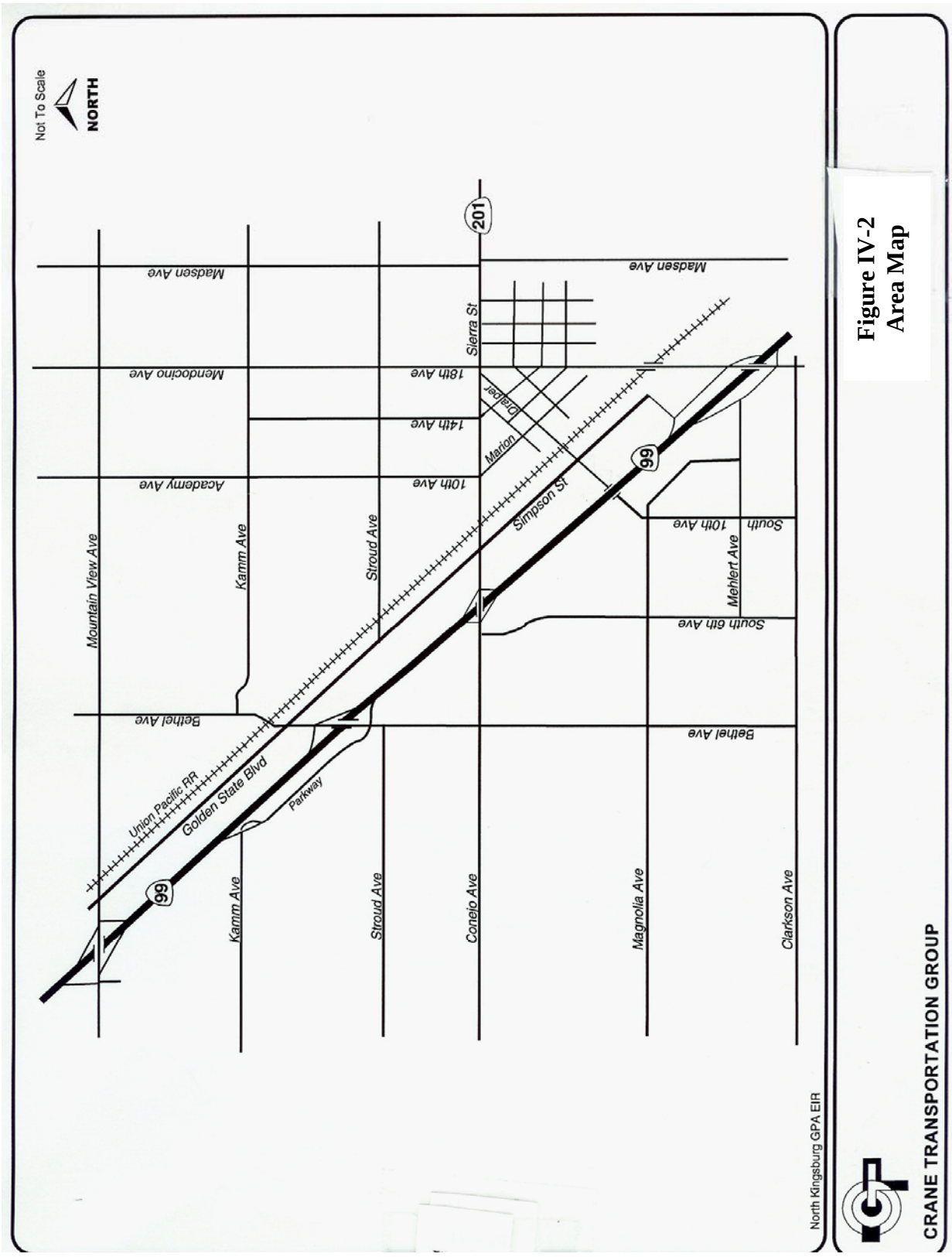


Figure IV-2
Area Map

Figure IV-3
Intersection Geometrics and Control

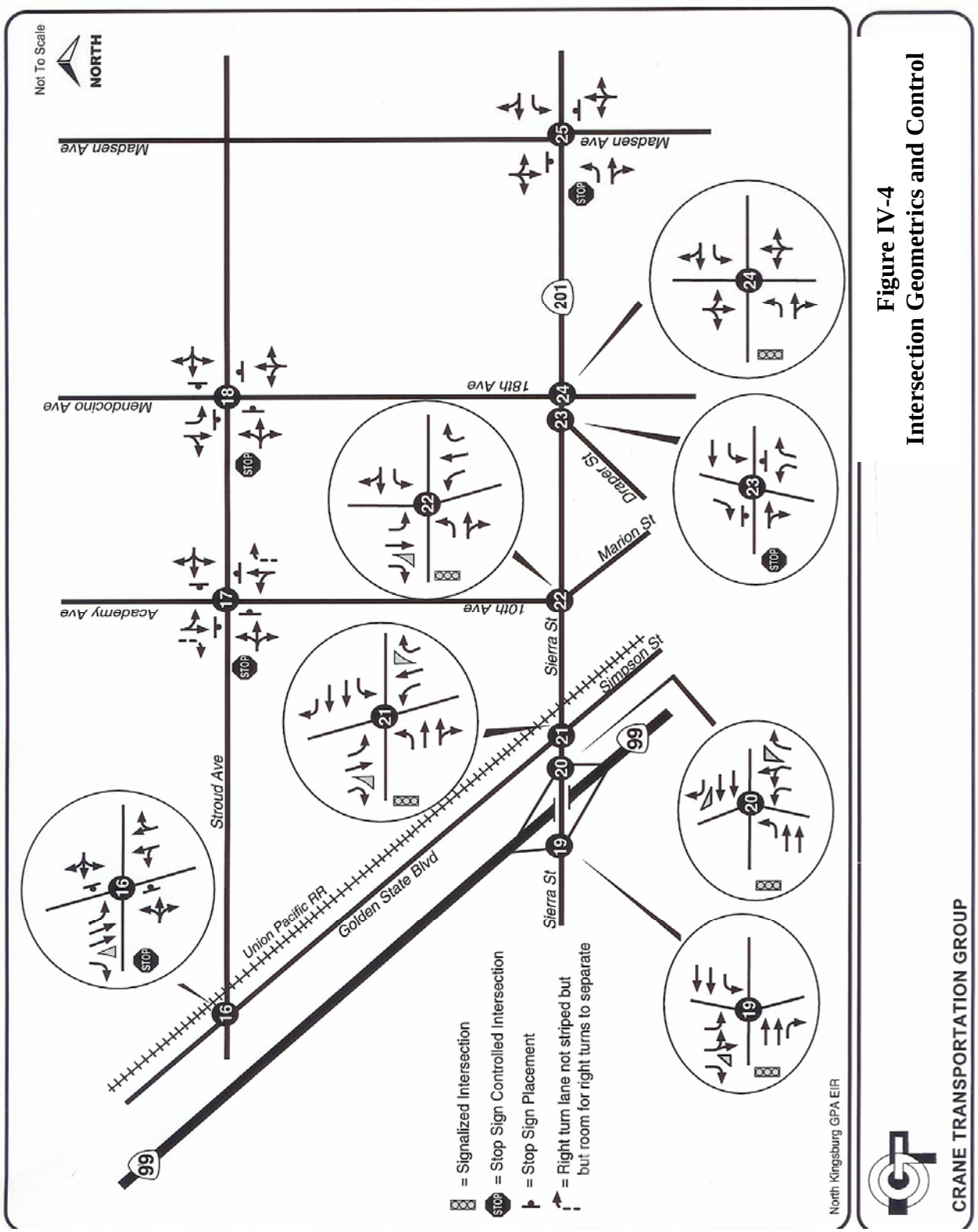


Figure IV-4
Intersection Geometrics and Control

Figure IV-5
Existing AM Peak Hour Volumes

Figure IV-6
Existing AM Peak Hour Volumes

Figure IV-7
Existing PM Peak Hour Volumes

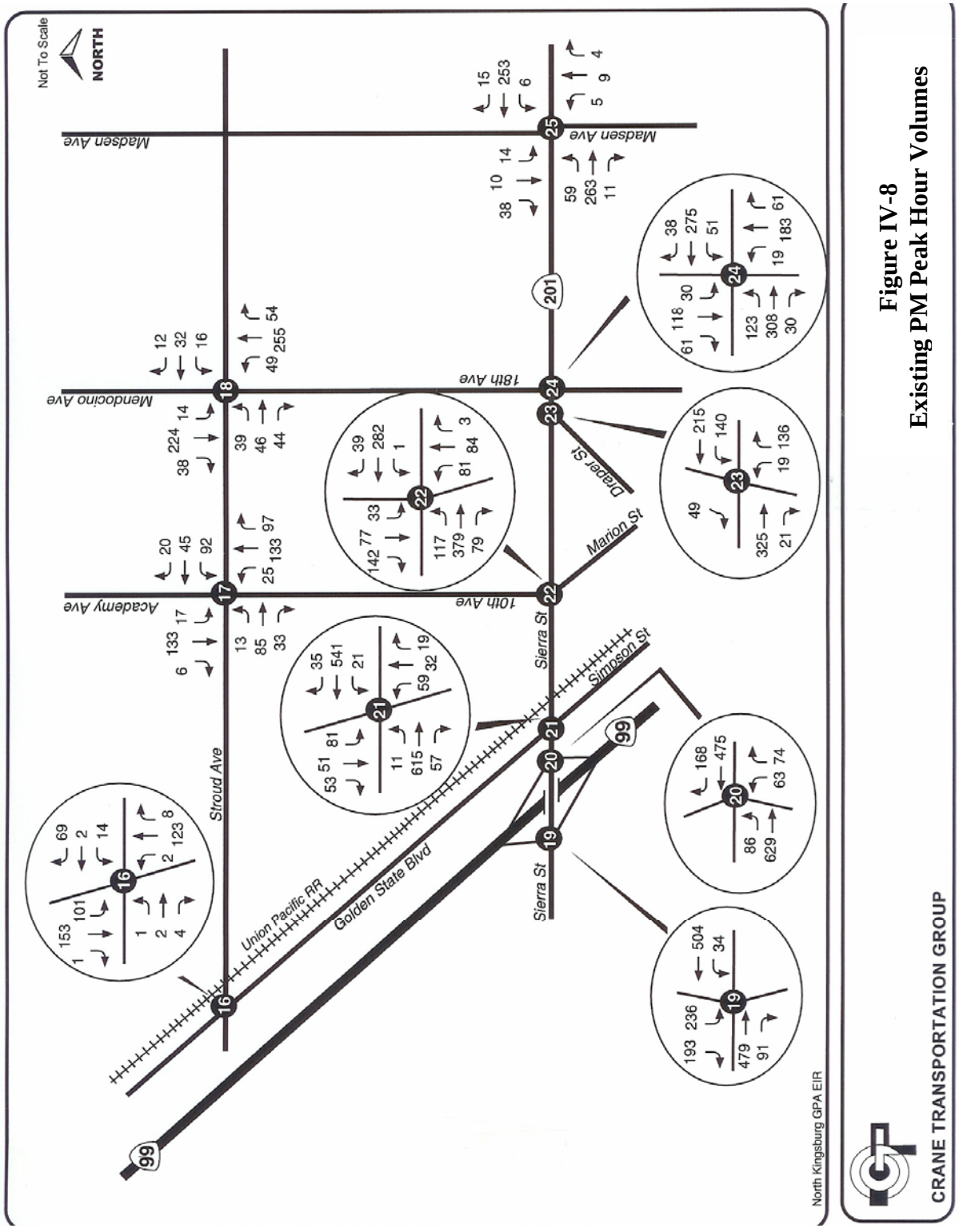


Figure IV-8
Existing PM Peak Hour Volumes

Figure IV-9
2025 General Plan (Without Project) AM Peak Hour Volumes

Figure IV-10
2005 General Plan (Without Project) AM Peak Hour Volumes

Figure IV-11
2025 General Plan (Without Project) PM Peak Hour Volumes

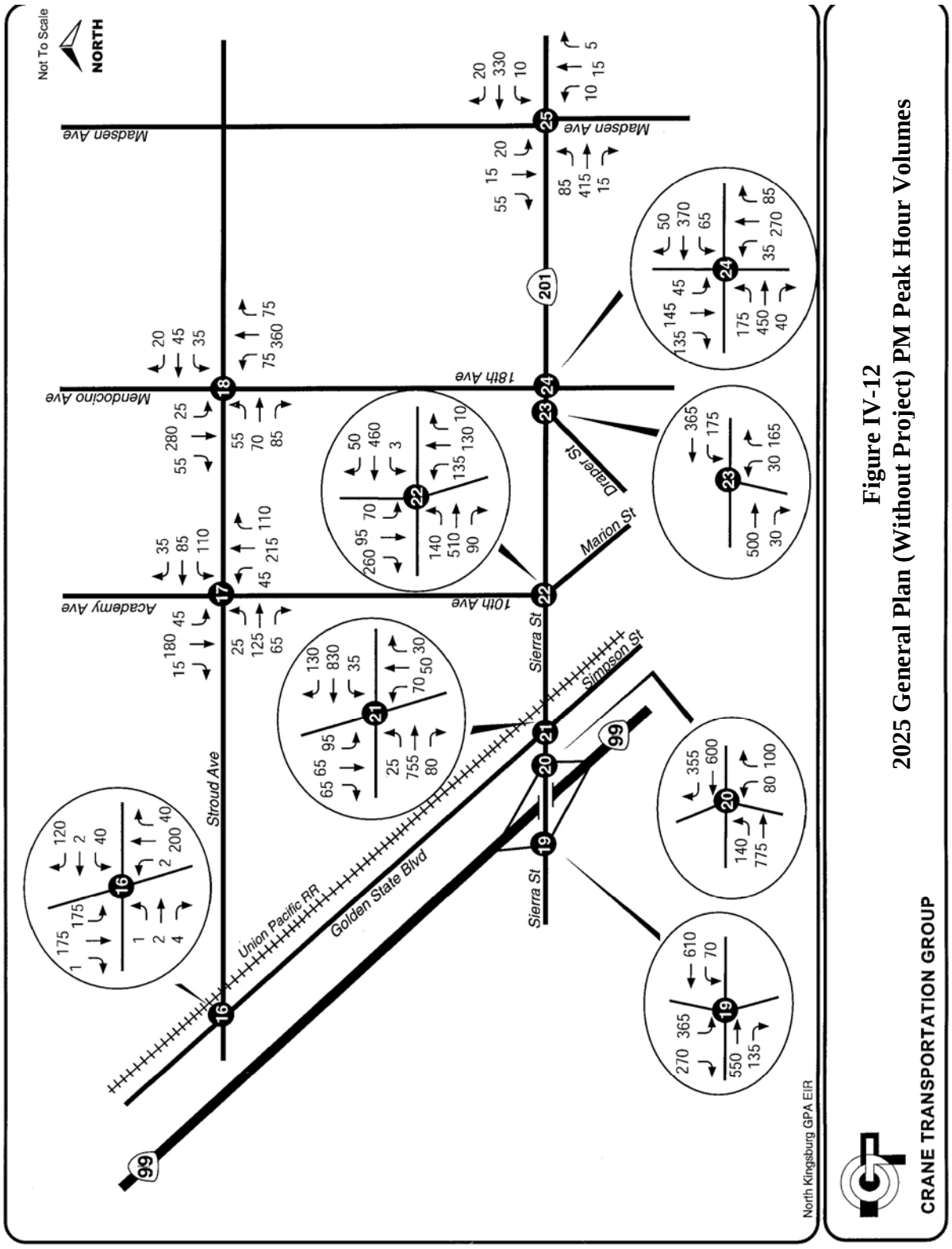


Figure IV-12
2025 General Plan (Without Project) PM Peak Hour Volumes

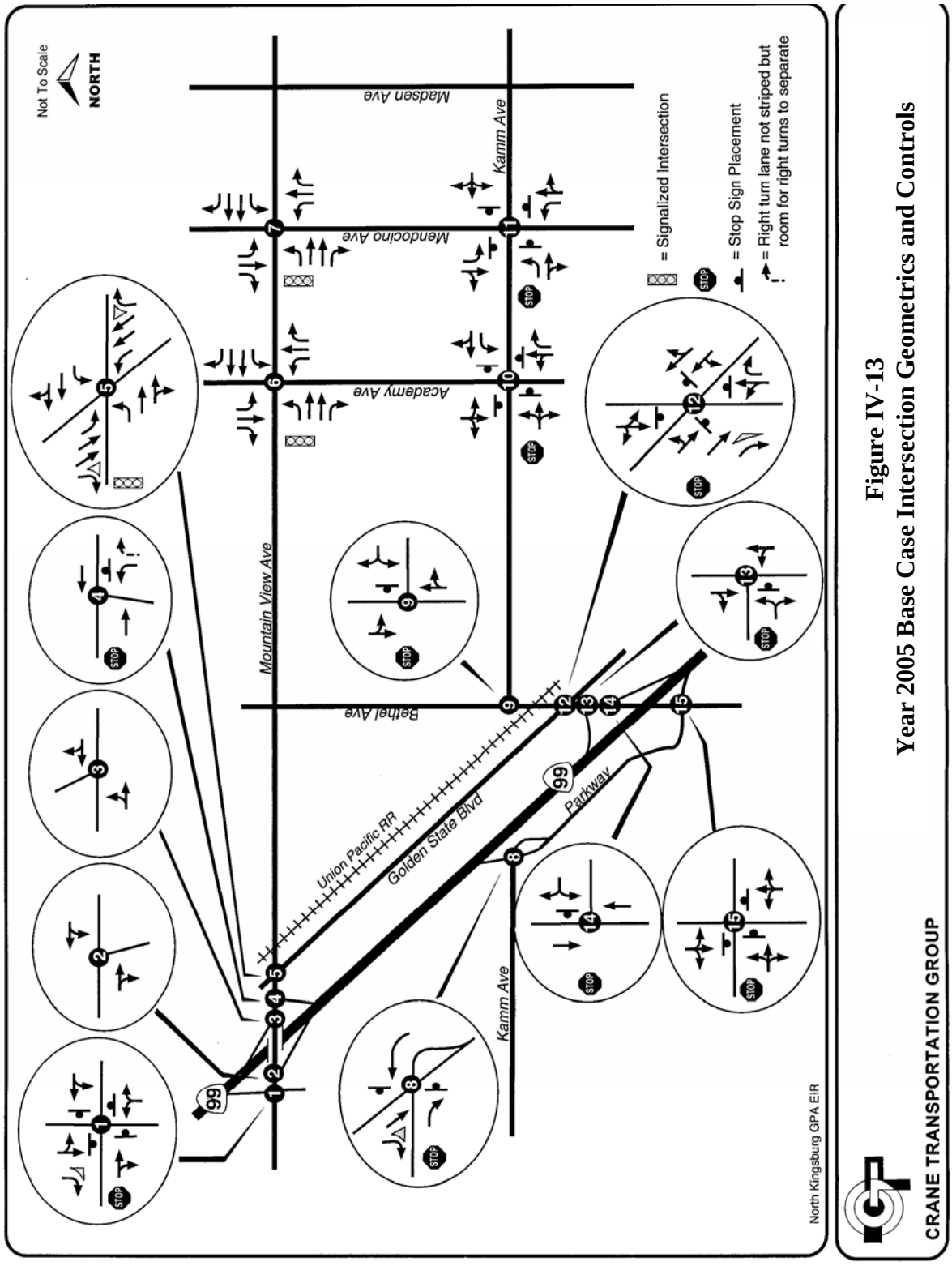


Figure IV-13
Year 2005 Base Case Intersection Geometrics and Controls

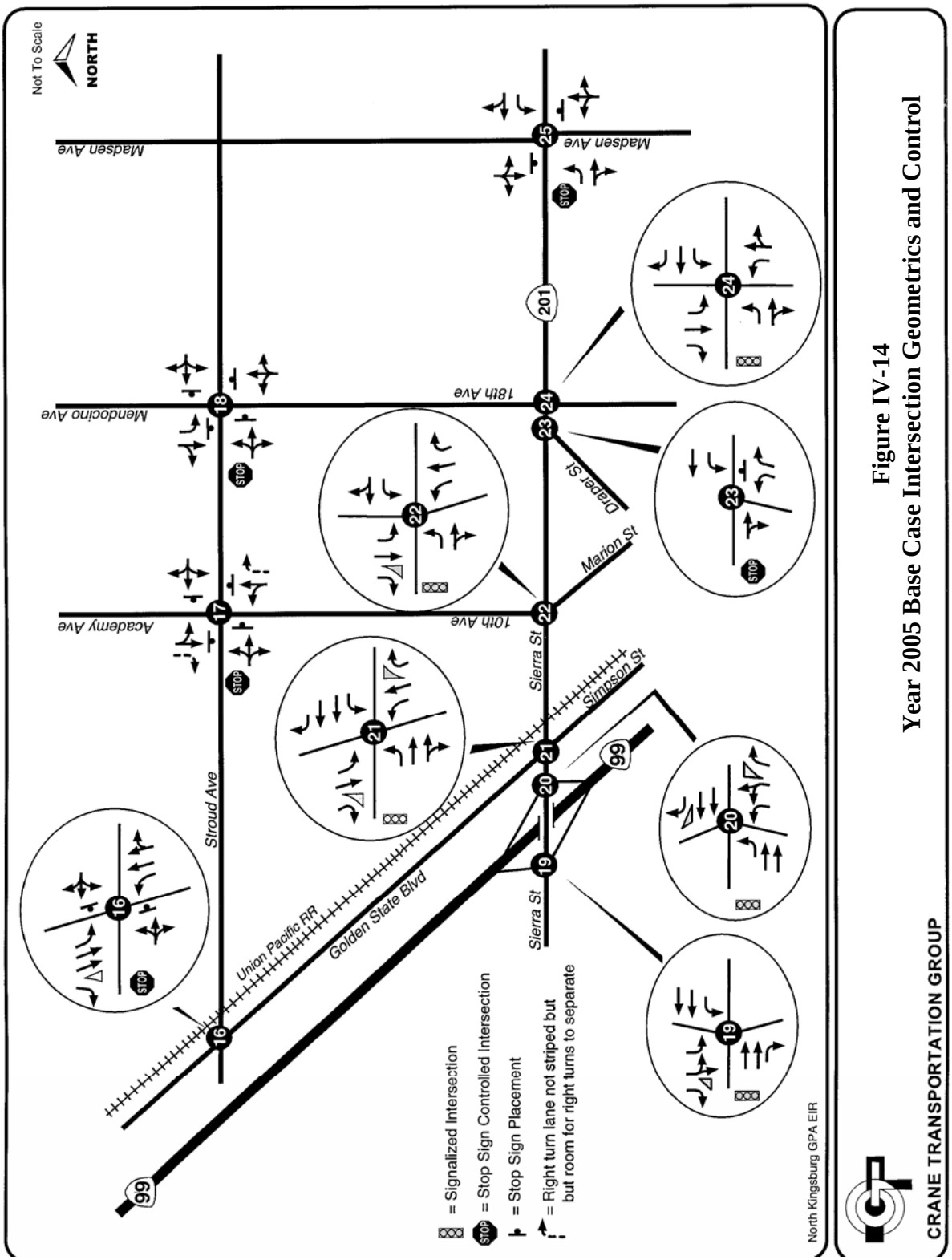


Figure IV-14
Year 2005 Base Case Intersection Geometrics and Control

Figure IV-15
2025 General Plan Buildout Project Volumes AM Peak Hour

Figure IV-16
2025 General Plan Buildout + Project Volumes AM Peak Hour

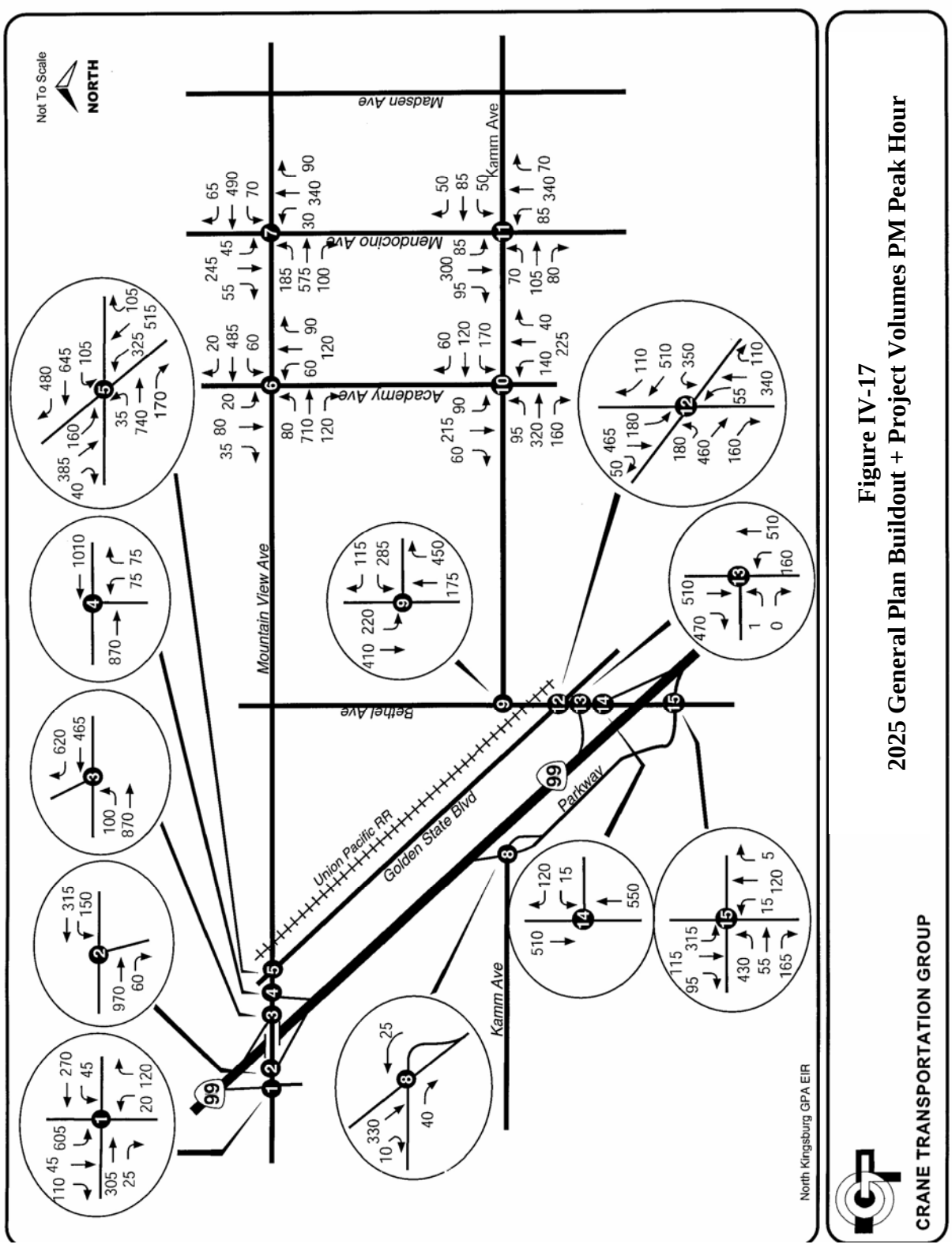


Figure IV-17
2025 General Plan Buildout + Project Volumes PM Peak Hour

Figure IV-18
2025 General Plan Buildout + Project Volumes PM Peak Hour

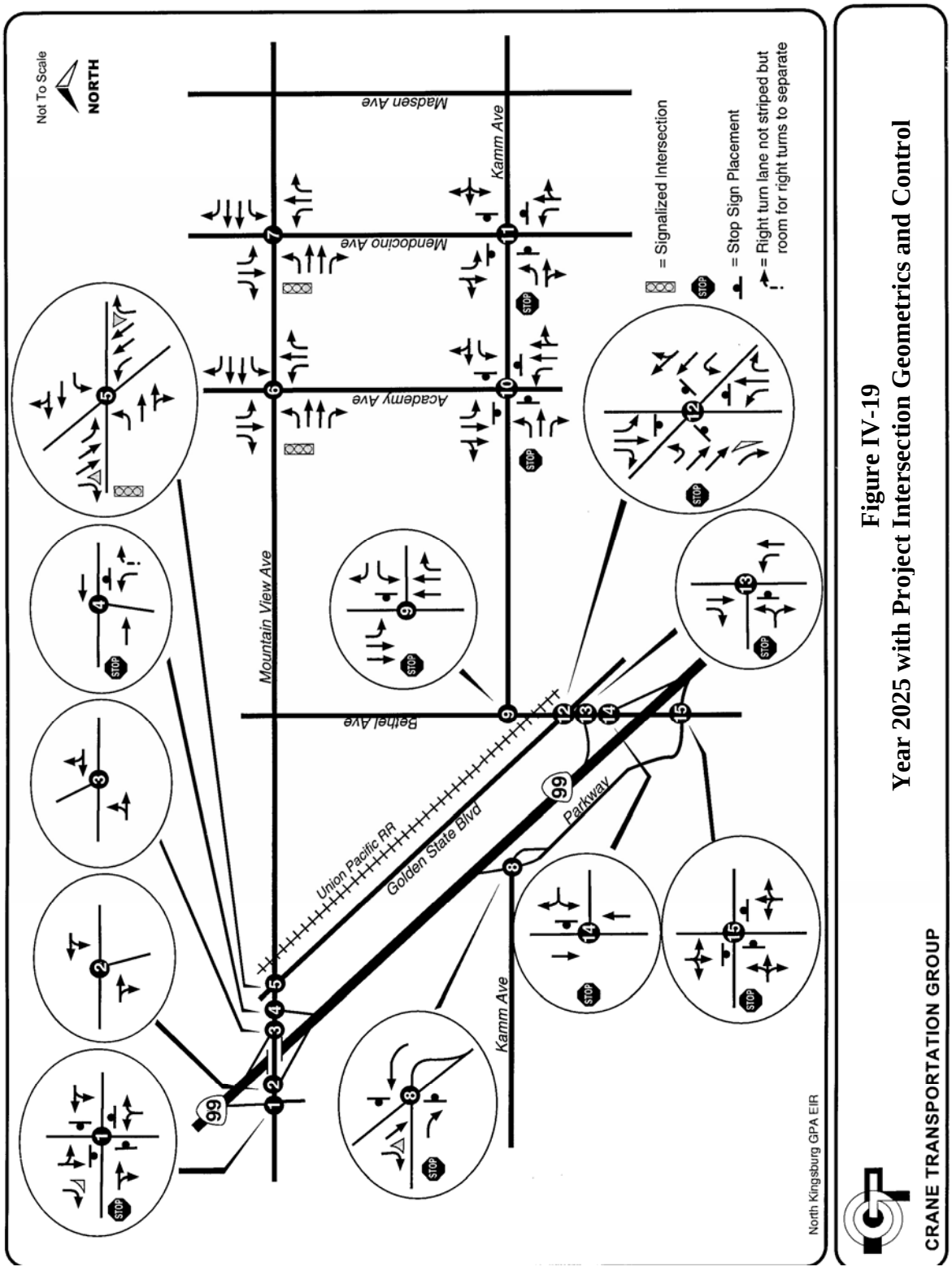


Figure IV-19
Year 2025 with Project Intersection Geometrics and Control

Figure IV-20
Year 2025 with Project Intersection Geometrics and Control

Figure IV-21
Recommended Mitigation at Kamm Avenue/Bethel Avenue

Figure IV-22
Recommended Mitigation at Bethel/NB SR 99 Northbound Ramps

Figure IV-23
Recommended Mitigation at Mt. View/NB SR 99 Northbound Ramps

Table IV-4

S.R.99 FREEWAY VOLUMES AND OPERATING CONDITIONS
AM PEAK HOUR

	NORTH OF MOUNTAIN VIEW AVE.		MOUNTAIN VIEW AVE. TO KAMM/BETHEL		KAMM/BETHEL TO S.R.201 (SIERRA)		SOUTH OF S.R.201 (SIERRA)	
	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.
Existing (2 lanes each direction)	NA*	NA	NA	NA	NA	NA	NA	NA
Year 2025 w/o Project (3 lanes each direction)	4,325[1] C[2]	3,630 C	4,035 C	3,185 B	4,085 C	2,895 B	3,905 C	2,370 B
Year 2025 With Project (3 lanes each direction)	4,870[1] D[2]	3,735 C	4,095 C	3,170 B	3,875 C	3,060 B	3,670 C	2,595 B

* NA = No data available.
[1] Volume.
[2] Level of service.

Year 2000 Highway Capacity Manual Analysis Methodology.
Volume Source: Caltrans (existing)/Council of Fresno County Governments (Year 2025) with adjustments by Crane Transportation Group.
Operation Evaluation: Crane Transportation Group.

Table IV-5

S.R.99 FREEWAY VOLUMES AND OPERATING CONDITIONS
PM PEAK HOUR

	NORTH OF MOUNTAIN VIEW AVE.		MOUNTAIN VIEW AVE. TO KAMM/BETHEL		KAMM/BETHEL TO S.R.201 (SIERRA)		SOUTH OF S.R.201 (SIERRA)	
	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.
Existing (2 lanes each direction)	3,170[1] D[2]	2,025 B	2,835 C	1,810 B	2,725 C	1,730 B	2,420 C	1,610 B
Year 2025 w/o Project (3 lanes each direction)	4,355[1] C[2]	5,045 D	3,905 C	4,750 D	3,770 C	4,705 D	3,340 C	4,390 C
Year 2025 With Project (3 lanes each direction)	4,550[1] C[2]	5,525 D	4,000 C	4,855 D	4,035 C	4,360 C	3,630 C	4,050 C

[1] Volume.
[2] Level of service.

Year 2000 Highway Capacity Manual Analysis Methodology.
Volume Source: Caltrans (existing)/Council of Fresno County Governments (Year 2025) with adjustments by Crane Transportation Group.
Operation Evaluation: Crane Transportation Group.

Table IV-6

INTERSECTION LEVEL OF SERVICE
AM PEAK HOUR

INTERSECTION	EXISTING (FALL 2002)	YEAR 2025	
		W/O NORTH KINGSBURG GPA	WITH NORTH KINGSBUG GPA
Mountain View Ave./S.R.99 SB Off-Ramp/Frontage Rd.	C-20.3[1]	B-12.7[10]	F-609[9]
Mountain View Ave./S.R.99 SB On-Ramp	A-8.4[2]	A-8.8	B-12.1
Mountain View Ave./S.R.99 NB On-Ramp	A-8.6[2]	A-9.4	B-10.6
Mountain View Ave./S.R.99 NB Off-Ramp	C-17.5[1]	C-23.9	F-121
Kamm Ave./Parkway Dr./S.R.99 SB Off-Ramp	A-9.3[3]	A-9.7	B-13.1
Bethel Ave./Parkway Dr./S.R.99 SB On-Ramp	A-9.6[4]	C-16.5[10]	C-23.3[10]
Bethel Ave./S.R.99 NB Off-Ramp	A-9.3[5]	B-10.4	F-58.5
Bethel Ave./S.R.99 NB On-Ramp/Frontage Rd.	A-9.9[6]	B-13.8	C-20.8
Sierra St. (S.R.201)/S.R.99 SB On-Off Ramps	B-12.8[7] *	B-17.3	B-18.5
Sierra St (S.R.201)/S.R.99 NB On-Off Ramps	A-8.4[7] *	A-9.5	B-11.2
Sierra St. (S.R.201)/Golden State Blvd.	C-27.4[7] *	B-19.3	C-21.2
Sierra St. (S.R.201)/10th Ave.	B-17.3[7]	C-20.5	C-25.1
Sierra St. (S.R.201)/Draper St.	E-44.0[8]	F-57.6	F-90.6
Sierra St. (S.R.201)/18th Ave.	A-8.9[7]	B-18.2	B-19.1
Sierra St. (S.R.201)/Madsen Ave.	B-13.9/B-12.5[9]	C-16.2/B-14.9	C-17.3/C-16.7

(1) Unsignalized Level of Service–average control delay in seconds: off-ramp stop sign controlled intersection approach, through/left turn lane or left turn lane.
(2) Unsignalized Level of Service–average control delay in seconds: left turn movement to on-ramp.
(3) Unsignalized Level of Service–average control delay in seconds. westbound Parkway Drive stop sign controlled approach.
(4) Unsignalized Level of Service–average control delay in seconds: eastbound Parkway Drive stop sign controlled approach.
(5) Unsignalized Level of Service–average control delay in seconds: off-ramp stop sign controlled intersection approach.
(6) Unsignalized Level of Service–average control delay in seconds: eastbound Frontage Road left turn (less than 10 vehicles).
(7) Signalized Level of Service–control delay in seconds.
(8) Unsignalized Level of Service–average control delay in seconds: stop sign controlled left turn from Draper Street.
(9) Unsignalized Level of Service–average control delay in seconds: northbound Madsen Avenue stop sign controlled approach/southbound Madsen Avenue stop sign controlled approach.
(10) All-way-stop level of service–average control delay in seconds.

* Level of service evaluation for these three intersections conducted using Synchro Plus corridor analysis software program.

Year 2000 Highway Capacity Manual Analysis Methodology
Source: Crane Transportation Group

Table IV-7 (page 1 of 2)

INTERSECTION LEVEL OF SERVICE
PM PEAK HOUR

INTERSECTION	EXISTING (FALL 2002)	YEAR 2025	
		W/O NORTH KINGSBURG GPA	WITH NORTH KINGSBUG GPA
Mountain View Ave./S.R.99 SB Off-Ramp/Frontage Rd.	E-46.9[1]	F-79.1[7]	F-362[7]
Mountain View Ave./S.R.99 SB On-Ramp	A-9.0[2]	B-10.2	B-12.4
Mountain View Ave./S.R.99 NB On-Ramp	A-8.4[2]	A-9.4	B-12.1
Mountain View Ave./S.R.99 NB Off-Ramp	C-18.8[1]	E-41.8	F-547
Kamm Ave./Parkway Dr./S.R.99 SB Off-Ramp	A-9.9[3]	B-10.8	B-11.8
Bethel Ave./Parkway Dr./S.R.99 SB On-Ramp	B-10.2[4]	A-7.2	F-234[7]
Bethel Ave./S.R.99 NB Off-Ramp	A-9.2[5]	B-10.5	C-17.7
Bethel Ave./S.R.99 NB On-Ramp/Frontage Rd.	A-7.6[6]	B-14.5	E-38.5
Bethel Ave./Golden State Blvd.	A-9.9[7]	C-16.1	F-163
Sierra St. (S.R.201)/S.R.99 SB On-Off Ramps	B-12.9[8] *	B-17.6	B-16.5
Sierra St. (S.R.201)/S.R.99 NB On-Off Ramps	B-12.2[8] *	B-17.3	C-28.1
Sierra St. (S.R.201)/Golden State Blvd.	B-15.9[8] *	B-19.7	C-21.6
Sierra St. (S.R.201)/10th Ave.	B-15.3[8]	B-19.8	C-25.8
Sierra St. (S.R.201)/Draper St.	D-27.9[9]	E-40.5	E-57.9
Sierra St. (S.R.201)/18th Ave.	A-8.3[8]	B-19.1	C-20.6
Sierra St. (S.R.201)/Madsen Ave.	C-15.7/B-13.5[10]	D-26.0/C-20.3	D-29.9/C-23.3
Mountain View Ave./Golden State Blvd.	B-14.0[8]	B-15.9	C-27.3
Mountain View Ave./Academy Ave.	C-20.1/C-19.4[11]	B-10.9[8]	B-14.0
Mountain View Ave./Mendocino Ave.	B-16.9[8]	B-18.1	B-19.7

Table IV-7 (page 2 of 2)

INTERSECTION LEVEL OF SERVICE
PM PEAK HOUR

INTERSECTION	EXISTING	YEAR 2025	
		W/O NORTH KINGSBURG GPA	WITH NORTH KINGSBUG GPA
Kamm Ave./Bethel Ave.	B-10.18[12]	C-15.6	F-53.3[7]
Kamm Ave./Academy Ave.	A-9.9/B-10.4[13]	B-12.2[7]	D-29.5
Kamm Ave./Mendocino Ave.	B-10.2[7]	B-13.5	D-12.3
Stroud Ave./10th Ave.	A-9.9[7]	B-14.2	C-24.1
Stroud Ave./18th Ave.	B-12.2[7]	D-27.3	F-78.6
Stroud Ave./Golden State Blvd.	B-10.5/A-9.8[14]	B-12.1/B-12.6	C-22.3[7]

(1) Unsignalized Level of Service–average control delay in seconds: off-ramp stop sign controlled intersection approach, through/left turn lane or left turn lane.
(2) Unsignalized Level of Service–average control delay in seconds: left turn movement to on-ramp.
(3) Unsignalized Level of Service–average control delay in seconds: westbound Parkway Drive stop sign controlled approach.
(4) Unsignalized Level of Service–average control delay in seconds: eastbound Parkway Drive stop sign controlled approach.
(5) Unsignalized Level of Service–average control delay in seconds: off-ramp stop sign controlled intersection approach.
(6) Unsignalized Level of Service–average control delay in seconds: eastbound Frontage Road left turn (less than 10 vehicles).
(7) All-way-stop Level of Service–average control delay in seconds.
(8) Signalized Level of Service–control delay in seconds.
(9) Unsignalized Level of Service–average control delay in seconds: stop sign controlled left turn from Draper Street.
(10) Unsignalized Level of Service–average control delay in seconds: northbound Madsen Avenue stop sign controlled approach/southbound Madsen Avenue stop sign controlled approach.
(11) Unsignalized Level of Service–average control delay in seconds: northbound Academy Avenue stop sign controlled approach/southbound Academy Avenue stop sign controlled approach.
(12) Unsignalized Level of Service–average control delay in seconds: westbound Kamm Avenue stop sign controlled approach.
(13) Unsignalized Level of Service–average control delay in seconds: westbound Kamm Avenue stop sign controlled approach/eastbound Kamm Avenue stop sign controlled approach.
(14) Unsignalized Level of Service–average control delay in seconds: westbound Stroud Avenue stop sign controlled approach/eastbound Stroud Avenue stop sign controlled approach.

* Level of service evaluation for these three intersections conducted using Synchro Plus corridor analysis software program.

Year 2000 Highway Capacity Manual Analysis Methodology
Source: Crane Transportation Group

Table IV-8

PEAK HOUR SIGNAL WARRANT EVALUATION
(Do Volumes Meet Caltrans #11 Peak Hour Signal Warrant Criteria Levels?)

INTERSECTION	AM PEAK HOUR			PM PEAK HOUR		
		2025			2025	
	EXISTING	GENERAL PLAN W/O PROJECT	GENERAL PLAN + PROJECT	EXISTING	GENERAL PLAN W/O PROJECT	GENERAL PLAN + PROJECT
Mountain View Ave./S.R.99 SB Off Ramp	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Mountain View Ave./S.R.99 SB On-Ramp	No	No	No	No	No	No
Mountain View Ave./S.R.99 NB On-Ramp	No	No	No	No	No	No
Mountain View Ave./S.R.99 NB Off Ramp	No	**Yes**	**Yes**	No	**Yes**	**Yes**
Kamm Ave./S.R.99 SB Off-Ramp	No	No	No	No	No	No
Bethel Ave./S.R.99 SB On-Ramp/Parkway Drive	No	No	**Yes**	No	No	**Yes**
Bethel Ave./S.R.99 NB Off-Ramp	No	No	**Yes**	No	No	No
Bethel Ave./S.R.99 NB On-Ramp	No	No	No	No	No	No
Mountain View Ave./Academy Ave.	No	Signal In Operation	Signal In Operation	No	Signal In Operation	Signal In Operation
Bethel Ave./Golden State Blvd.	NA*	NA	NA	No	No	**Yes**
Kamm Ave./Bethel Ave.	NA*	NA	NA	No	No	**Yes**
Kamm Ave./Academy Ave.	NA*	NA	NA	No	No	**Yes**
Kamm Ave./Mendocino Ave.	NA*	NA	NA	No	No	**Yes**
Madsen Ave./Sierra St. (S.R.201)	No	No	No	No	No	No
Stroud Ave./Golden State	NA*	NA	NA	No	No	**Yes**
Stroud Ave./10th Ave.	NA*	NA	NA	No	No	**Yes**
Stroud Ave./18th Ave.	NA*	NA	NA	No	No	**Yes**
Draper/Sierra St. (S.R.201)	No	No	No	No	No	**Yes**

* NA = Not evaluated for AM conditions.

Source: Crane Transportation Group

Table IV-9

MITIGATED INTERSECTION LEVEL OF SERVICE
YEAR 2025

INTERSECTION	GENERAL PLAN W/O PROJECT	
	AM PEAK HOUR	PM PEAK HOUR
Mountain View Ave./S.R.99 SB Off-Ramp/Frontage Rd.	C-20.3[1]	C-24.9[1]
Mountain View Ave./S.R.99 NB Ramps	A-8.8[2]	A-9.3[2]

INTERSECTION	GENERAL PLAN + PROJECT	
	AM PEAK HOUR	PM PEAK HOUR
Mountain View Ave./S.R.99 SB Off-Ramp/Frontage Rd.	C-34.6[3]	C-28.0[3]
Mountain View Ave./S.R.99 NB Ramps	B-11.5[2]	B-10.8[2]
Bethel Ave./Parkway Dr./S.R.99 SB On-Ramp	B-19.8[4]	B-19.1[4]
Bethel Ave./S.R.99 NB Off-Ramp		A-7.2[7]
Bethel Ave./S.R.99 NB On-Off Ramp	B-19.0[5]	B-13.9[5]
Bethel Ave./Golden State Blvd.		C-29.8[7]
Sierra St.(S.R.201)/Draper St.	B-14.5[6]	C-20.1[6]
Kamm Ave./Bethel Ave.		B-12.0[7]
Kamm Ave./Academy Ave.		C-21.1[7]
Kamm Ave./Mendocino Ave.		B-18.9[8]
Stroud Ave./18th Ave. (Mendocino Ave.)		B-18.3[9]
Stroud Ave./Golden State Blvd.		B-18.0[7]
Stroud Ave./Academy Ave. (10th Ave.)		C-21.1[7]

(1) Signalize–Add westbound Mountain View Avenue left turn lane.
(2) Combine S.R.99 NB On-Ramp and Off-Ramp intersections. Signalize. Add eastbound Mountain View Avenue left turn lane
(3) Signalize–Add westbound Mountain View Avenue left turn lane and northbound Frontage Road right turn lane.
(4) Signalize–Add northbound Bethel Avenue left turn lane. Add southbound Bethel Avenue left turn lane. Add eastbound Park Drive right turn lane.
(5) Signalize–Combine S.R.99 NB On-Ramp and Off-Ramp intersections and add northbound Bethel Avenue left turn lane.
(6) Intersection remains unsignalized. Prohibit northbound Draper Street left turns–values in table are for right turn movement.
(7) Signalize.
(8) Signalize–Add westbound Kamm Avenue left turn.
(9) Signalize–Add northbound 18th Avenue left turn lane. Add eastbound Stroud Avenue left turn lane. Add westbound Stroud Avenue left turn lane.

Results presented: Level of service–delay in seconds.
Year 2000 Highway Capacity Manual Analysis Methodology
Source: Crane Transportation Group

4-4 PUBLIC FACILITIES AND SERVICES

Existing Conditions

Water, Sewerage and Drainage Utilities:

The project site is included within proposals of the water and drainage master plans recently completed by the City and by the sewer master plan currently being updated by the Selma-Kingsburg-Fowler County Sanitation District (SKF). No special problems are posed for either water or sewer service to proposed sites, provided that facilities are provided as called for by the utility master plans. Drainage basin facilities exist to serve most of the areas south of Kamm Avenue. Site drainage for areas northerly of Kamm Avenue will require construction of new basins consistent with the updated Master Plan. On-site facilities may be required in the interim. This need will be satisfied through conditions of site plan and subdivision map approvals, and do not constitute circumstances of potential adverse environmental impact.

City Services - General:

The ability of the City of Kingsburg to provide a high level of public service has become progressively more strained under conditions of population growth and increasing uncertainties in the amount of state subventions to be received annually over the last few years. All major services have been affected, including police, fire, public works, engineering, planning, building inspection, and administrative services. Services which have been affected the most are fire, police and administration, because these services do not generate one-time fees associated with the development processes that are common to public works, engineering, building inspection and planning.

Adopted originally in 1992 and updated in 2004, the City has established Capital Facilities Fees to be paid by new development toward the costs of certain off-site public improvements for which the new development will contribute a demand. Improvements covered by the fee include arterial streets, intersection signalization, a civic center, fire and police stations, corporation yard expansion and specialized recreation facilities. These fees are in addition to those improvements and fees otherwise required in the immediate vicinity of a project as conditions of development approval. As a practical matter, these fees cannot be used to cover the fair-share costs of overcoming deficiencies in improvements needed to serve residents, property owners and businesses of the community existing at the time of establishing the Capital Facilities Fee. Consequently, the City must look to other sources of revenue, such as sales and property taxes, to accumulate the funds necessary to overcome those deficiencies.

Fire Protection & Emergency Services:

The City's Fire Department currently operates with the full time equivalent (FTE) services of eight staff members, with time split between fire protection and emergency services. A major demand for emergency services results from accidents along Freeway 99. Staffing for fire suppression is provided through the services of 18 paid call firefighters (to a large degree,

volunteers) at an annual cost of about $1,500 per firefighter. The City added several important pieces of rolling stock since 1996, including a new pumper and two ambulances. No additional equipment is needed at this time. Additional office space has become available at the main station located on Marion Street adjacent to Downtown Park with the removal of police headquarters to a new facility one block to the west.

Police Services:

The City's Police Department currently operates with six sworn officers and three dispatchers per daytime shift, three sworn officers and one dispatcher on the swing shift, and two sworn officers and one dispatcher on the midnight to morning shift. The total force consists of 15 sworn officers and three unsalaried support personnel. The Department occupies a new police facility in the downtown area at the intersection of California and Lewis Streets that fully satisfies space requirements for departmental operations.

Public Works:

The City's extensive public works responsibilities embrace street and alley maintenance (including lighting and sweeping), water system maintenance and expansion, maintenance of the extensive system of sewer trunk lines and laterals, drainage system maintenance and expansion, park maintenance, buildings and grounds maintenance, street tree maintenance in commercial areas, and weed abatement. Current deficiencies in street improvements are considerable, requiring the City to defer major improvements for years after the time when needed and to ignore the need for substantial alley improvements unless paid for by the private sector as a condition of development approval.

School Facilities:

The Kingsburg Joint Union (Elementary) Charter School District's February 2003 attendance reporting figure was 2,114. This figure reflects current building conditions and increased District enforcement of student residency standards. The District no longer accepts students into the system without proof of district residency or notarized joint family living arrangements.

Elementary District classroom facilities are at or approaching conditions of overcrowding, depending on the facility. At Rafer Johnson Junior High School, nearly all of the 17 classrooms are full during the seven periods of instructional use each school day with a spring 2003 enrollment of 504. Enrollment in grades kindergarten-1 at Washington School was 455; enrollment in grades 2-4 at Lincoln School was 687; and enrollment in grades 4-5 at Roosevelt School was 468.

Facilities at the Kingsburg Joint Union High School are not currently in danger of overcrowding because of significant classroom improvements in recent years. Enrollment in 2002 was 1,024, with the projection for 2012 at 1,101.

Both of the elementary and high school districts have adopted sliding scale fee structures to mitigate anticipated classroom construction and other capital facilities. The fees take into account that a neutral impact occurs for each District with the first 30 housing starts each year. This policy is discussed under the "impact" section which follows.

Thresholds of Significance

A project will normally have a significant effect on public facilities and services if it will:

1. Cause a measurable violation of enforceable federal and state water quality standards and anti-degradation policies.

2. Create or contribute storm water runoff that would substantially degrade water quality such that the National Pollution Discharge Elimination Act (NPDEA) permit to be issued for the project would be violated.

3. Create insufficient water supplies or wastewater treatment /disposal capacity to serve the project.

4. Create a demand for electricity or natural gas service that is substantial in relation to existing demands.

5. Create a demand for the disposal of solid waste that exceeds available landfill capacity.

6. Result in significant police and fire services impacts that would create a need for the development of new service facilities and/or substantially impede existing service, and would create a school impact requiring the construction of new school facilities.

In addition, Section 15064 (e) of CEQA Guidelines concludes that "... if a project would cause overcrowding of a public facility, and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect."

A 1995 Appellate Court decision in California provides criteria applicable to the subject. Under *Goleta Union School District v. The Regents of the University of California* [36 Cal.App.4th 1121 (1995)], the court found that unless classroom overcrowding is "severe", leading to the construction of new facilities, the impact is socio-economic in character and not an environmental impact under CEQA. Thus, while a City may agree to cooperate with a school district to require additional revenues through development fees authorized by General Plan policy and local ordinance (in addition to statutory fees now charged by the local school districts), such additional fees may not necessarily be made a required mitigation under a Project EIR.

Under *Goleta*, a City may also ask a local school district to consider organizational and/or structural alternatives other than requiring additional fees as a means of mitigating impacts.

Examples of such alternatives would be year-round schools, additional temporary classroom structures, larger classroom size, and a longer teaching day.

In addition to its direct reference to school services, *Goleta* has the following important implications for the treatment of a project's demand on public services and facilities (generally) and the funding of mitigation measures (Stephen L. Kostka, Brandt Anderson and Marie Cooper, *McCutchen Update,* October 2, 1995):

1. An increased demand for use of public services or facilities from a new project, standing alone, should not be treated as an environmental impact. An impact analysis under CEQA should focus on any changes to the environment that may result.

2. CEQA may not require lengthy discussion of impacts on public services in an EIR. The CEQA Guidelines provide that an EIR need only contain a brief statement why an environmental impact is not significant. If increased demand for use of public services or facilities creates only social or economic effects, then a brief explanation should suffice.

3. CEQA does not ordinarily require mitigation of socio-economic impacts. To require mitigation for a development project's impacts on public services or facilities, an agency approving a project may need to base the requirements on legal authority other than CEQA (for example, State Subdivision Map Act, State planning and zoning law, and local zoning and subdivision ordinances).

4. Selecting the method for responding to increased demands on public services or facilities is the responsibility of the public agency providing the service or facility. If new construction is required to meet the increased needs, responsibility for mitigating resulting physical impacts may also fall on the public agency.

The criteria established by *Goleta* in determining a project's impacts on public services and facilities are taken into consideration in the discussions of impacts and mitigation measures which follow.

Impacts

Impact 4-4-1: Growth in Population, Housing and Economic Activity

The Project will generate about 2,125 housing units and an additional resident population of approximately 6.800 during the period of buildout to the year 2025. The Project would increase the theoretical population holding capacity of the Kingsburg General Plan to about 22,300 by the year 2025, including a 20 percent factor for choice in the selection of housing areas. Assuming continued application of the City's evolving growth management policy limiting annual growth in housing units, the Targeted (or Practical) Population Holding Capacity of the General Plan will be increased to approximately 18,560. The proposed Project will extend the planning horizon of the General Plan from 2016 to 2025.

The impacts of the Project on the rate and extent of commercial development that will occur over the period of project buildout is far less certain than the impacts on population and housing. The extent of commercial development envisioned as a result of the project is primarily limited to additional highway commercial development in the vicinity of three interchanges with Freeway 99 at Mountain View Avenue, Kamm-Bethel Avenues and Sierra Street. Additional retail and service establishments are expected outside of the scope of the project on the vacant acreage on either side of Marion Street between Sierra Street and Ellis Street. The extent of commercial development envisioned has been considered as part of previous traffic analysis for the Golden State Industrial Corridor and as part of the Central Business District Plan.

Anything close to these levels of commercial expansion would generate a substantial increase in local employment opportunity in trades and services, and in property taxes, sales taxes and transient occupancy taxes. The City's experience over recent years suggests that highway and retail commercial development will occur if adequate acreage is made available for such expansion in the right locations. The anticipated increases in commercial activity will occur over a 20-year period. These impacts are considered **less than significant.**

Impact 4-4-2: Water Supply, Sewerage and Drainage

Impacts will be satisfied during the Subdivision, Planned Unit Development (PUD) and Site Plan Review approval processes of the City, reducing the impacts to a level that is **less than significant.** The existing east-west and north-south SKF interceptor sewer lines which serve most of the Kingsburg planning area are already in place in Sierra Street and Amber Avenue and are available to serve the area covered by this EIR.

Water trunk lines are available at a number of locations close to the Project area which can be extended easily to serve the Project area. The City is preparing for a major extension project that would install a water lines north along Simpson Street to Kamm Avenue, with cross-connections along Kamm and Stroud Avenues tying into the existing system around 10th Avenue. Drainage basins exist to serve residential, highway commercial and industrial expansion south of Kamm Avenue. However, new basins will be required within each of the neighborhoods north of Kamm and within the industrial corridor to the west.

Impacts on these infrastructure elements are considered **less than significant.**

Impact 4-4-3: City Services

Project proposals will begin to have a gradual impact on City services, including the impacts of personnel loading and equipment required for police and fire protection, public works maintenance, general administrative services, and development regulation review services. These loadings will occur gradually as development occurs over the next 20-plus years. Because of the long-range nature of the impacts and the opportunity for the City to plan accordingly, these impacts are evaluated as **less than significant:**

1. Impacts on the Police Department generated by Project proposals will primarily involve costs for additional police patrol.

2. Impacts on the Fire Department will involve costs of fire protection and emergency medical services. The Department has added five additional full-time personnel since 1996. Assuming that personnel are added gradually as population increases, the City would likely have a Class 5 fire underwriter rating maintained. The location of a satellite fire station somewhere in the planning area should be provided for in the North Kingsburg Specific Plan.

3. The Public Works Department will experience increased costs for operation and maintenance services it will perform attendant to residential, commercial and industrial projects and the costs of public transit. The capital costs of new trunk water and sewer lines, waste treatment plant expansion, drainage line extension and drainage basin construction are not included. Such costs are considered to be covered by the City's development fee structure attendant to the subdivision, parcel map, PUD, site plan review, and building permit processes. Services of the Department which will be impacted include street maintenance, street trees and street lighting.

4. General Government Services, primarily involving administration, will experience gradually increasing costs as development occurs.

Impact 4-4-4: School Services

Based on information provided to the City, the Elementary and High School Districts can expect to experience project-related enrollment increases as shown in Table IV-10. These increases are based on student yield factors for new single-family dwellings of 0.57 students per dwelling for grades K-8 and 0.183 for grades 9-12. Multi-family housing yield factors used by the districts are 0.42 for grades K-8 and 0.177 for grades 9-12. These yield factors are based on address-matched surveys conducted by the school districts. The yield factors for grades K-8 were developed in the mid 1990's. Those for the high school are recent ("Development Fee Justification Study"**,** Kingsburg Joint Union High School District, May 2003).

While the yield factors can be expected to change over time, the changes are not likely to be so significant as to render the projections pf Table IV-10 as obsolete. The impacts are **potentially significant at the elementary school level.**

The basic assumption used in developing Table IV-10 is that 1,137 housing units are expected in the area of General Plan amendment added north of Kamm Avenue over the period of project buildout. Of this total, 70 percent, or 796 housing units, will be single-family (SF) and 30 percent, or 341, will be multi-family (MF). The total number was derived from the number of units planned north of Kamm Avenue as part of the North Kingsburg Specific Plan in addition to those already covered by land use policies of the existing General Plan, as amended.

TABLE IV-10

PROJECTED SCHOOL CHILD GENERATION
Over The Assumed 22 Year Period of Project Buildout
Based On Yield Factors Developed By School Districts In 1996

GRADES	Single-Family Yield Factor	Multiple-Family Yield Factor	Student Generation Single-Family Added		Student Generation Multi-Family Added		Student Generation
			Total	Per Year	Total	Per Year	
K-8	.570	.420	454	20.6	142	6.5	596
9-12	.183	.177	146	6.6	60	2.7	206
Totals			600	27.2	202	9.2	802

Note: The number of students per year is based on a housing buildout period of 22 years beginning January 1, 2004 and ending January 1, 2026.The combined total number of K-8 and 9-12 grade students added is the total expected only from new residential development areas north of Kamm Avenue created by the North Kingsburg Specific Plan. Additional student generation can be expected from other growth areas of the community.

Both of the school districts have been reporting to the City on at least an annual basis on changes in enrollment. Such continued monitoring will provide an improved basis for understanding the changes that can be expected in yield factors over time. For purposes of further discussion, the projections based on school district yield factors are used on the assumption that family and household size will continue at rates above 3.0 persons per family as compared to those below 3.0 persons per family which prevailed throughout the 1980s.

In order to understand probable levels of Project impacts on the local school districts, it is important to note that the school districts have calculated that they do not experience any net annual increases in student population due to residential growth in Kingsburg until after the first 30 new housing units are occupied. Secondly, the Project impacts shown in Table IV-10 do not reflect total impact expected from new residential development occurring each year throughout the City. If only Project impacts were considered, there would only be a modest annual impact because the 52 housing units constructed each year in North Kingsburg would be fairly close to the point of neutral impact as calculated by the school districts.

By taking into account the point of neutral impact of new housing on school child generation, and assuming an average of 52 new occupied housing units each year into the future, only 22 or so units would be contributing to a potential for overcrowding in any given year. Given the uncertainties of current projections by the school districts on if and when overcrowding may occur and the extent to which it may occur, the degree of impact that may occur from any specific residential development project cannot be determined at this time. Given these uncertainties, it becomes speculative as to whether overcrowding would meet the test of “severe”

overcrowding established by *Goleta*. This view is supported by the experience over the past decade when "severe" overcrowding has never been claimed or projected by either school district. This experience reflects the City's 3 percent annual growth management policy which has been supported from the beginning by the school districts as an essential means of mitigating the impacts of population and housing growth on schools.

Mitigation Measures (MM)

City Services:

No mitigation measures (other than project-specific improvements and an increased capital facilities fee) are needed to offset the costs of public services generated by Project proposals at buildout. However, it is important to stress that commercial and industrial corridor development proposals of the Project must be pursued with deliberate action to provide the tax revenues needed to cover the costs of City services. This will be particularly important to meet the costs of police and fire protection services, public works maintenance and general administrative services performed by the City. The costs of public works maintenance will be nominal for most public works for the first 15-20 years after development occurs. This is because of the relatively long useful life of new streets, utilities and other needed facilities which will not involve significant costs of maintenance until major deterioration of facilities begins to occur and replacement eventually is required. The need to update the City's capital facilities fee structure has been recognized by the City, and the new fee level will serve to better mitigate impacts on public facilities and services throughout the entire community.

School Services:

The Elementary and High School Districts have adopted school child impact fees as provided by State Law, and periodically have modified those fees to reflect current conditions. No other fees or migration measures have been required or requested of the City to supplement school impact fees already allowed by State statute. The Districts have shown a willingness to accept a sliding scale fee structure which attempts to reflect current economic conditions by averaging the prior two years of housing starts and by discounting the neutral impact of the first 30 housing units each year.

The sliding scale approach has its limitations. From a planning perspective, one limitation is the lack of a clear relationship (or "nexus") between the fee and the specific additional needed capital school facilities generated by a given residential project. Both of these issues raise questions of fairness to the home buyers. Assuring a nexus is a requirement imposed by statute on the City as a basis for the capital facility fees which it has established for improving the arterial street system, fire and police facilities and other improvements of city-wide importance. Logically, establishing a similar nexus should be a factor in support of additional fees for meeting school facility needs.

The continuation of school impact fees into the future is of considerable importance to the Elementary and High School Districts and the City of Kingsburg in carrying out the mitigation measures described below:

MM 4-4-1: The maximum school impact fees allowed by statute should be levied by the school districts to off-set the impact of new development on the Elementary and High School Districts.

MM 4-4-2: The City of Kingsburg shall maintain its growth management policy to limit the growth in housing units each year and over any given five-year period, with partial exemption only for senior citizen housing.

MM 4-4-3: In the event that overcrowding of classrooms were to occur in the future to where school impact fees were grossly inadequate to assure the availability of school facilities, the City and school districts should study and determine whether capital fees for school site acquisition and construction would be an appropriate addition to the City Capital Facilities Fee structure. The authority for such fees would require an amendment to the General Plan and an implementing ordinance. Any such future fee would be levied apart from the process of environmental assessment under CEQA. However, if conditions of school overcrowding become severe at any time in the future, responsibility for mitigating such impacts under the CEQA process may also become a consideration as specific development projects are submitted for City approval.

EFFECT OF MITIGATION MEASURES

The above project-related measures will mitigate all impacts associated with school services by providing fees for the acquisition and construction of schools and the management of housing growth at acceptable levels.

PART V

ALTERNATIVES TO THE PROJECT

INTRODUCTION

The California Environmental Quality Act (CEQA) requires that alternatives should be discussed in the context of what is reasonable and feasible, that reasons for their rejection by the project sponsor be explained, that the alternative of "no project" be described, that additional significant effects (if any) be described, and that discussion focus on alternatives capable of eliminating or reducing any significant adverse physical environmental effects to a level of insignificance. More specifically, Section 15126(d) sets forth the following requirements in describing alternatives to the proposed action:

Alternatives to the Proposed Action

Describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives.

1. If there is a specific proposed project or a preferred alternative, explain why the other alternatives were rejected in favor of the proposal if they were considered in developing the proposal.

2. The specific alternative of "no project" shall also be evaluated along with the impact. If the environmentally superior alternative is the "no project" alternative, the Environmental Impact Report (EIR) shall also identify an environmentally superior alternative among the alternatives.

3. The discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

4. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed but in less detail than the significant effects of the project as proposed. (County of Inyo v. City of Los Angeles, 124 Cal. App. 3d 1.)

5. The range of alternatives required in an EIR is governed by the "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The key issue is whether the selection and discussion of alternatives fosters informed decision-making and informed public participation. An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. (Residents Ad Hoc Stadium Committee v. Board of Trustees, (1979) 89 Cal. App. 3d 274.)

THE ALTERNATIVE OF NO PROJECT

Project Description

Selection of the "no project" alternative would in effect constitute a denial of the proposed General Plan amendments, pre-zoning, sphere-of-influence (SOI) boundary change, the North Kingsburg Specific Plan and eventual annexations for residential expansion that represent logical additions to the urban pattern as envisioned by the Kingsburg General Plan. Such action by the City could be taken only on grounds of adverse environmental impact of such magnitude that project proposals would be a net detriment to the community as proposed.

As a practical matter, the SOI boundary changes proposed are environmentally neutral in their probable effects on the agricultural lands involved. Consequently, selection of the “no project” alternative for the SOI boundary changes would not likely have any direct effect on the characteristics of the mostly rural environment involved beyond the boundaries of the City’s Urban Limit Line. It could have the indirect effect of placing the agricultural lands involved in some jeopardy over many years as the result of occasional approvals by the County of Fresno of applications for non-agricultural development within the area. However, the prospects for such approvals are remote if the County continues to maintain its policies of protecting agricultural lands from unnecessary or unjustified urban encroachment.

Impacts

Selection of the "no project" alternative for the SOI boundary change and related entitlements would imply that the City would maintain the status quo of General Plan policy as it affects the area extending north to Caruthers Avenue. This would be the environmentally superior alternative to the extent that it would eliminate the need for mitigation measures to offset adverse and potentially adverse impacts of the project as proposed pertaining to traffic and air quality.

As noted previously, selection of the “no project” alternative for the SOI boundary changes would be environmentally neutral in its impact.

Mitigation Measures

No mitigation measures would be required except those necessary for development projects proposed in other areas encouraged for urban expansion by the General Plan.

REDUCING THE SCALE AND INTENSITY OF THE PROJECT

Project Description

A project of reduced scale and intensity would have meaning only if it were to generate impacts in the range of 40 percent to 60 percent of those described in Part IV of this report. Any lesser scale (e.g., 20 percent) would be too close to the "no project" alternative. Conversely, a higher percentage (e.g., 80 percent) is too large to constitute a significant reduction in impacts and therefore in the extent of mitigation required.

Impacts and Mitigation Measures

By reducing the number of acres available for residential development and commercial expansion in North Kingsburg by approximately 50 percent, environmental impacts would be reduced by approximately 50 percent. Mitigation measures required for traffic impacts would be less extensive and costly. Mitigation measures required to alleviate impacts on schools would be lessened to the extent that school-age child generation would be reduced. Impacts on City services would not change.

A LARGER PROJECT

The potential for a larger project involving additional proposals for residential development would not be consistent with existing General Plan policy, but would be inherent under conditions where Kingsburg would be targeted for substantial residential growth by externally-based as well as locally-based developers. The impacts of a larger project, including impacts on Selma-Kingsburg-Fowler County Sanitation District wastewater facilities, are best discussed in Part VI relating to cumulative and growth-inducing impacts.

THE ALTERNATIVE OF SELECTING A DIFFERENT LOCATION

Project Description

The Different Location alternative is limited to a consideration of sites which have the capability of avoiding all of the irreversible environmental impacts associated with the project as now proposed, including farmland conversion and air quality degradation, and elimination of traffic impacts.

Alternatives which Avoid Irreversible Environmental Impacts

The character of land in south-central Fresno County which surrounds Kingsburg is such that it is classified as prime agricultural land having high levels of productivity. As a consequence, there are no lands available in the Kingsburg urban area which can avoid the loss of productive agricultural land. Lands where such conditions might prevail are located in the foothills of the

Sierra Nevada to the east or the Coast Range to the west, removed from any urban center of Fresno County. Such locations would generate substantial additional vehicle miles traveled, with concomitant increases in vehicle emissions, and would require establishing new or substantially revised systems of urban infrastructure unrelated to existing communities, including transportation facilities. Potable water is in very short supply in foothill areas.

Alternatives Offering Equal or Better Locational Advantages

There are no other sites available for residential expansion which offers the potential for accommodating a Specific Plan of the size and composition proposed for North Kingsburg. Also, there are no other sites available anywhere in the Kingsburg area that offers the potential for long-term industrial and regional commercial expansion.

THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The environmentally superior alternative would be the Reduced Project Alternative described above.

PART VI

OTHER CALIFORNIA ENVIRONMENTAL QUALITY ACT (C.E.Q.A.) CONSIDERATIONS

CUMULATIVE IMPACTS

Cumulative impacts are defined as two or more separate effects which, when considered together, are considerable, or which compound or increase environmental impact. Cumulative effects can result in individually minor but collectively significant projects taking place over time in different but spatially closely-related locations.

The combined project proposals associated with the sphere of influence (SOI) boundary change in North Kingsburg pose the prospect of generating tax revenues sufficient to match the levels of public service that will be required at full build-out under the proposed General Plan amendments and Specific Plan. As important as new industrial and commercial service development would be to strengthen the local economy, the local population within the City's primary trade area will not of itself support major retail stores. Consequently, the commercial uses proposed by the project within the Golden State Industrial Corridor that serve highway travelers and tourists as well as regional shoppers will bring revenues and expenditures into better balance than would result from residential development alone within North Kingsburg.

It should be noted that relocating the SOI line to the centerline of Mountain View Avenue east to Madsen Avenue will not result in urbanization between Mountain View and Caruthers Avenue a half-mile to the south. Urban development will be confined within the Urban Limit Line at Caruthers Avenue.

The Project's implementation will have short-term impacts due to construction activities. Such localized activities as rerouting of traffic and construction noise will have temporary adverse impacts on adjacent agricultural lands and perhaps residential tranquility. The adverse impacts associated with project-related construction will cease with completion of the activity and will not, therefore, have an adverse cumulative long-term impact on the community.

Location and Characteristics of Other Projects

The discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of occurrence, including a list of the past, present and reasonably anticipated future projects that have produced or are likely to produce related or cumulative impacts. Projects in the vicinity which meet these criteria include the following:

1. Construction (now underway) of a $40 million and 50 employee expansion of the Guardian Industries glass plant on Indianola Avenue south of Mountain View Avenue within the northwestern part of the North Kingsburg planning area.

2. Annexation by the City (anticipated in early 2005) of a 250-acre triangle of almost-entirely industrial land bounded by the centerline of Mountain View Avenue, the east right-of-way line of Bethel Avenue and the east right-of-way line of the Union Pacific Railroad. This triangle includes the Sun-Maid Raisin Growers plant, Guardian glass plant and the Vie-Del grape processing facility as well as a three-acre parcel with mixed commercial and industrial uses.

The cumulative impacts of these projects on traffic, air quality and public services have been described in Part IV of this report.

There are no project proposals associated with the SOI boundary change along the west side of Bethel Avenue south of Freeway 99 other than the boundary change itself. No change in land use policy is associated with the proposed boundary change and, therefore, no cumulative impacts are anticipated.

GROWTH-INDUCING IMPACTS

Under the SOI boundary change proposed in North Kingsburg, the eventual residential development of lands as far north as Caruthers Avenue could place pressures on prime agricultural land north of Caruthers, extending east of the alignment of Greenwood Avenue for one and one-half miles to Madsen Avenue (see Figure II-2 on page II-3). While it is the intent of the City to maintain this strip in agricultural use as a buffer to long-term southern expansion of the City of Selma, pressures for development can nevertheless be expected as urbanization approaches Caruthers Avenue from the south.

Under the SOI boundary change to a line one quarter-mile west of Bethel Avenue on the alignment of Nelson Avenue south of State Route 99, pressures could ultimately develop to urbanize lands west of this line out to the boundaries of the Selma-Kingsburg-Fowler County Sanitation District (SKF) wastewater treatment and disposal facilities. However, it is the intent of the City not to urbanize lands west of the new SOI boundary in order to protect SKF lands and facilities from encroachment. Whether pressures for change in land use policy west of Bethel Avenue will be logical over time will have to be judged on the merits of proposals as they may emerge. Nothing in the environmental review process is intended to suggest that General Plan policy should not be changed in the future. However, the review process compels the City to conduct careful analyses of the environmental impacts that may occur and the mitigation measures that may be required if formal requests for changes in land use policy are initiated.

Project proposals will also be growth-inducing to the extent that an additional population increase is generated by in-migration to take advantage of job opportunities created by commercial and industrial expansion. Such projects would therefore have both primary and secondary effects on local environmental resources, circulation and traffic, housing, public services and facilities, and utilities. New commercial jobs will include lodging and food service staff, clerks, cashiers, typists, workers who clean, repair and maintain, and similar service positions which will require semi-skilled employees drawn mostly from the local labor force. Skilled positions will be required for some activities, such as auto, truck and farm machinery

repair and emergency services, and for light manufacturing and assembling operations at the industrial park along Simpson Street/Golden State Boulevard. Managerial positions will comprise the smallest percentage of total employment, with many of the positions drawing on the regional labor market.

Some shifts in local employment can be expected which will open up other positions in the community. Overall, any in-migration of population that occurs in response to local job opportunities will be beneficial, reducing dependence on commuting to jobs in other communities. However, the existing imbalance in the relationship of housing and jobs which relies on a net out-commuting of residents to jobs away from Kingsburg could be exacerbated if housing opportunity was thrown open to regional demands more than to local demands.

MITIGATION OF IMPACTS THROUGH GROWTH MANAGEMENT

Avoidance of unwanted or premature cumulative and growth-inducing impacts will require vigilance by the City in the administration of its General Plan. The City's General Plan policies call for limiting the rate of housing growth as a means to maintain reasonable balance in the costs and revenues associated with urban expansion. Such a policy has been administered successfully by the City since 1988. It was reinforced by the adoption of the Urban Limit Line policy in 1992. The policy would be further refined and solidified if the recommendations of a City Council-appointed Growth Strategy Committee are implemented. To that end, a proposed amendment to the City Charter will be submitted to the voters for the November 2004 election.

All of the residential development proposals of the General Plan amendment to implement the North Kingsburg Specific Plan will be subjected to the City's overall growth management program. A major reason for continuing the City's growth management program is found in Part IV of this document, discussion of the impact of growth on public facilities and services.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Significant irreversible environmental changes that will occur include:

- Conversion of prime agricultural land to urban use.
- Increases in emissions of air pollutants from vehicle and stationary sources to the San Joaquin Valley Air Basin.

EFFECTS FOUND TO BE SIGNIFICANT BUT CAPABLE OF MITIGATION

All other significant effects of the Project are capable of mitigation to levels which are less than significant through the application of the mitigation measures which are summarized in Part I and described in Part IV of this document.

EFFECTS NOT FOUND TO BE SIGNIFICANT

Effects of the project which have been found not to be significant are described as part of the Initial Study included as Appendix "A" to this document.

PART VII

ORGANIZATIONS & PERSONS CONSULTED; RESPONSIBILITY FOR REPORT PREPARATION

ORGANIZATIONS AND PERSONS CONSULTED

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Agencies Within Fresno County

Local Agency Formation Commission: Mike Waiczis, Executive Officer
Council of Fresno County Governments:
Kathy Chung, Planning Coordinator II
Mike Bitner, PE, Senior Transportation Planner
Selma-Kingsburg-Fowler County Sanitation District: David Michel, General Manager

Regional Agencies

San Joaquin Valley Air Pollution Control District, Fresno Office

State of California

Department of Transportation (CalTrans) District 6, Fresno, Office of System Planning:
Peter Blied, Transportation Planner
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